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March 5, 1985

LAKE MEREDITH RECREATION AREA
Texas

PARKWIDE DEVELOPMENT CONCEPT PLAN
ROAD SYSTEM EVALUATION

U.S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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SUMMARY

This document contains a parkwide development concept plan and road system evaluation (road classification plan) for Lake Meredith Recreation Area

The development concept plan updates the general development strategy for the recreation area. Lake Meredith Recreation Area is managed under a cooperative agreement with the Bureau of Reclamation, which specifies the National Park Service's role as that of providing for recreational facilities and use. Therefore, this plan does not address resource management concerns. The primary issue addressed in this planning effort is what facilities should be rehabilitated or improved at Lake Meredith and in what locations.

The general concept behind the proposal for Lake Meredith is to restore and improve existing conditions at the recreation area. The National Park Service will stress water and related land-based recreation activities and facilities. The plan emphasizes rehabilitation and maintenance of existing recreation area facilities. New facilities will be de-emphasized.

Major development proposals for the recreation area include road surfacing and upgrading, expanding heavily used parking areas, rehabilitating degraded picnic areas, improving campgrounds, replacing trailer restrooms and chemical toilets with permanent comfort stations, and improving sewer and water facilities.

The concept for development at the adjacent Alibates Flint Quarries National Monument is to retain an undeveloped discovery character for the monument. Proposed development will be located primarily on recreation area lands. The existing access road will be upgraded to a low-standard gravel road, and the trailhead will be relocated. The existing trailer contact station at Bates Canyon in the recreation area will be replaced with a small permanent facility. Additional interpretive trails will be developed at the monument.

The proposal represents the minimum requirements to effectively manage the areas. Environmental impacts will be minor since most development will occur in already disturbed areas. Some water-related facilities will be located in the 100-year floodplain. However, floodplain values will not be affected, and facilities will be designed to withstand flooding and be closed during flood events. No facility improvements are proposed in areas of suspected flash-flood hazards. There will be no effect on endangered or threatened plant or wildlife species. Although site-specific surveys for cultural resources will precede development, unknown cultural resources could be unintentionally disturbed. There will be no effect on any known site listed on or eligible for listing on the National Register of Historic Places.

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PURPOSE AND NEED FOR THE PLAN

INTRODUCTION

The purpose of this document is to describe and analyze a proposed parkwide development concept plan/road system evaluation (road classification plan) for Lake Meredith Recreation Area. The plan will guide development and use of the area for the next 10 to 15 years.

The development concept plan for Lake Meredith updates the Master Plan for the recreation area that was prepared in the late 1960s. The old plan is out-of-date and contains development proposals that are now considered too ambitious. This plan provides a comprehensive list of proposals and covers numerous legal requirements concurrently, including provisions of the National Historic Preservation Act, the Endangered Species Act, and other applicable laws, regulations, and policies. The plan is in compliance with Executive Order 11988 "Floodplain Management."

Lake Meredith Recreation Area is operated under the authority of Public Law 86-689 through a cooperative agreement with the Bureau of Reclamation (see appendix A). Since the cooperative agreement does not specify NPS management of natural and cultural resources, this plan covers only visitor use and development for the recreation area.

Even though a separate General Management Plan was completed for Alibates Flint Quarries National Monument in 1978, the facilities envisioned are now considered too ambitious. Other portions of the Alibates plan are still considered sufficient; therefore, current proposals for Alibates are contained in this document, and a separate general management plan amendment (1985) was also prepared (to be attached to the 1978 plan for Alibates).

PURPOSE OF THE AREA

Lake Meredith was formed in the 1960s when the Bureau of Reclamation constructed Sanford Dam. The dam was built primarily to supply water to the surrounding communities; recreational use of the area is secondary. Water levels in the lake fluctuate significantly according to municipal water demands and annual rainfall in the watershed, with subsequent effects on recreational use. Projected population growth could increase these fluctuations in the future. The dam is operated by the Canadian River Municipal Water Authority, and the National Park Service administers only the recreation area, which includes the reservoir and surrounding lands, under the cooperative agreement with the Bureau of Reclamation.

The primary significance of the recreation area is that it provides the major resource in the panhandle region for water-based recreational use. It is also a major parcel of public land in an area of predominantly private ownership. The recreation area includes approximately 45,000 acres of land and water.

Alibates Flint Quarries National Monument, authorized by Congress in 1965, contains hundreds of flint quarries and other sites used by makers of stone tools from 10,000 B.C. to possibly as late as the 1800s. Located immediately adjacent to the recreation area, the national monument includes about 1,400 acres of land. It is managed by the superintendent of Lake Meredith. A primary significance of the monument is that the flint taken from Alibates has been identified in tools from a broad region of the U.S. Alibates is the only park unit that represents the quarrying facet of the aboriginal technology theme in the southwest region of the national park system.

PLANNING ISSUES

The following issues or management problems were identified for resolution in this plan:

> What types of recreational activities and use levels are appropriate at Lake Meredith? Currently, there is no articulated statement of the types of recreational activities that should be stressed at the recreation area, and some sites are experiencing overcrowding. There are pressures to accommodate a wide variety of activities with limited federal resources.
>
> What facilities should be rehabilitated or improved? Are any new facilities needed? Many facilities in the recreation area are too small, of an informal or temporary nature, and/or in poor condition. There has been no significant improvement to the area in the past 15 years.
>
> What roads need to be upgraded or improved? Several visitor use areas are served by low-standard gravel or dirt roads that need frequent maintenance and become impassable during wet weather.
>
> What types of facilities should be developed for Alibates and where? The existing contact station, which is located in trailers at Bates Canyon, is too small to serve visitors and is aesthetically inferior. The road into the national monument is graded dirt with some steep slopes and hairpin curves in places. It is also below the reservoir conservation pool level in sections. The existing trailhead is a small dirt parking area near two gas wells, and it is served by chemical toilets.

Informal campsites
at Plum Creek

Informal roads
in Sanford-Yake
picnic area

Informal camping near
Cedar Canyon ramp

Lower parking area at
Sanford-Yake ramp

Chemical toilets at
Fritch Fortress

Gas well near
Alibates trailhead

Alibates contact station
at Bates Canyon in
recreation area

McBride
ranch
house

Dirt road from Alibates
contact station to
national monument

Alibates
Flint
Quarries

DESCRIPTION OF THE AREA

The approximately 45,000-acre Lake Meredith Recreation Area and adjacent approximately 1,400-acre Alibates Flint Quarries National Monument are located in the geographic center of the Texas panhandle, about 35 miles north of Amarillo (see Vicinity map).

REGIONAL LAND USE AND RECREATION RESOURCES

The Texas panhandle region includes 25 counties with a 1980 population of 320,000. The population of the region is projected to be almost 440,000 by the year 2000, a 38 percent increase over the 1980 census. Amarillo, the largest city, had a 1980 population of 174,000. It serves as a distributing and marketing center for portions of five states.

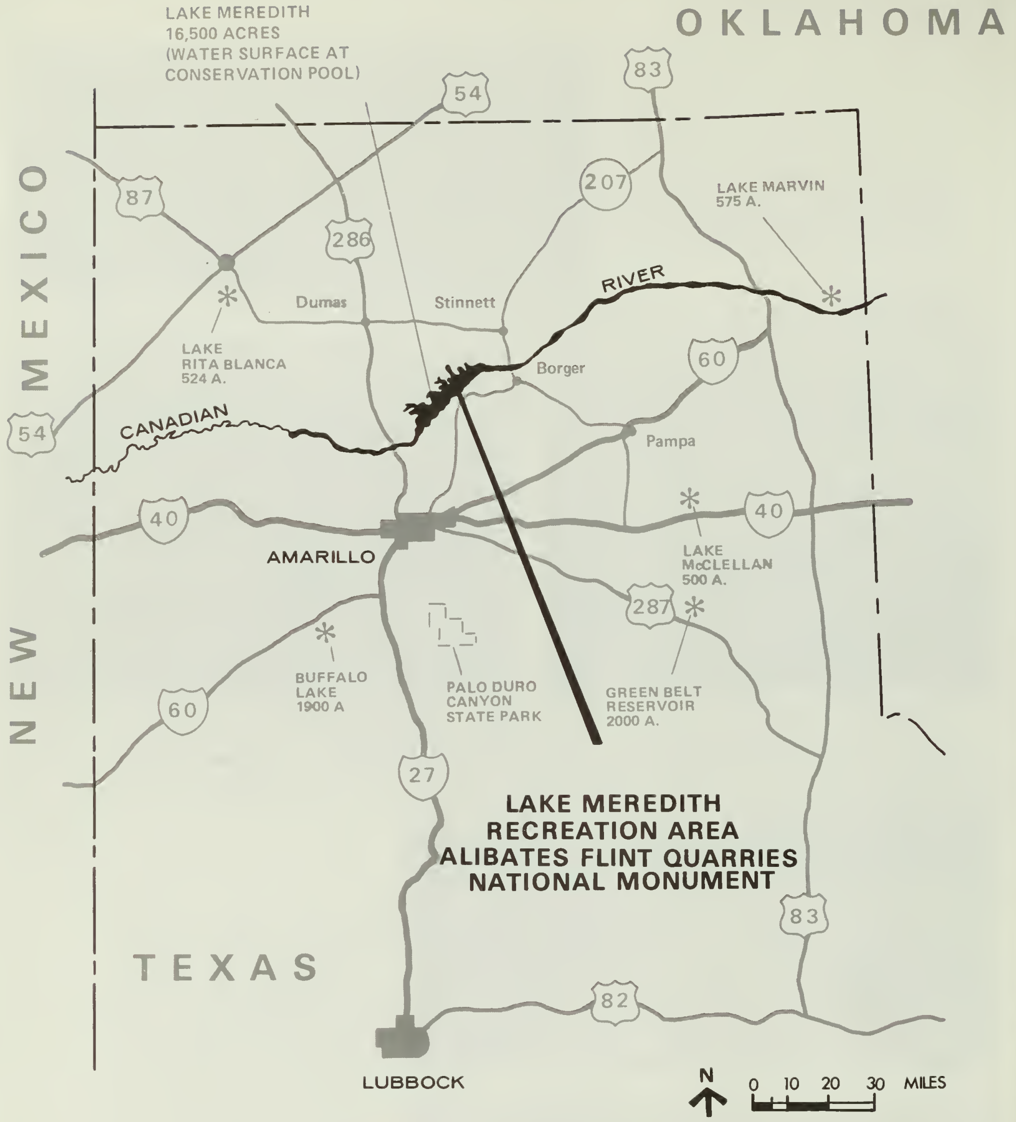
Ranching and farming are the major land uses in the region. Oil and gas operations are still important, with the production and processing of petroleum a major employer. Food processing--grain milling, meat packing, and sugar processing--is another major industry in the region. Private land development adjacent to the boundaries of the recreation area has produced a mixed community of mobile home sites, permanent residences, and a variety of vacation cottages.

Recreation resources similar to those at Lake Meredith are very limited in the region. No comparable body of water or land exists to serve the recreational needs of the panhandle area. The largest nearby recreation facility is Palo Duro Canyon State Park, a beautiful scenic and historic area, but it lacks the water resources of Lake Meredith. The demand for such recreation resources is expected to continue to grow along with the regional population.

NATURAL RESOURCES

Much of the terrain surrounding the recreation area and national monument consists of flat grasslands. Near the Canadian River, the flat terrain is interrupted by the Canadian Breaks. It is here that Sanford Dam is built and Lake Meredith is formed. The landscape varies along the length of the recreation area. At the lower end of the lake near the dam the bluffs are steep with a caprock on top. Flat areas along the lakeshore area are very limited. At the upper end of the lake the landscape consists of rolling hills and large flat areas adjacent to the river and lake. The broad, shimmering blue of the 1 to 2 mile wide lake, extending up to 20 miles, is in sharp contrast to the lazy brown of the free-flowing Canadian River. The change in the landscape is gradual so distinct boundaries for the upper and lower landscape units cannot be identified.

The soils are brown to reddish, mostly deep, clay loams, sandy loams, and sands. The slopes along Lake Meredith are very susceptible to erosion. This not only causes sloughing of the banks but also undermines the caprock 50 to 100 feet above the water.



VICINITY

LAKE MEREDITH RECREATION AREA

U.S. DEPARTMENT OF THE INTERIOR / NATIONAL PARK SERVICE

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The climate is semiarid with a wide annual range in temperature. The average yearly temperature is in the high 50s, with an average of 20°F in the winter and 93°F in the summer. Occasionally temperatures will drop below zero in the winter and rise above 100 degrees in the summer.

Annual precipitation averages 20 inches, with almost 60 percent falling during the months of May through August. Thunderstorms occur frequently in late spring, accounting for much of the rainfall. Because of these frequent thunderstorms, the steep side canyons along Lake Meredith may be subject to flash flooding. Light snows occur during the winter months, and severe blizzards occasionally hit the area.

The area receives almost constant winds with an average of 12 to 14 miles per hour. During early spring, however, wind velocities often reach 30 to 40 miles per hour. These high winds create havoc for the boaters on the lake, and they can cause considerable damage to shoreline facilities. Lake wind warnings (wind speeds in excess of 25 miles per hour) are issued by the National Weather Service for the panhandle region about 200 days out of the year (NWS, personal communication).

Overall air quality is good. Sources of pollution include odors and fumes from oil and gas operations, industrial plants in the area, power plants, occasional grass fires, windblown dust, and automobile emissions. However, because of the almost constant wind, air pollution is minimal.

Surface water quality in the lake is good and is suitable for public water supply (when treated), swimming, and fish and wildlife; however, there are potential threats of pollution from the oil and gas activities, farming, grazing, and residential development in the vicinity of the lake. Water quality of the lake is closely monitored by the Canadian River Municipal Water Authority.

Water for domestic use is the primary purpose of Lake Meredith. This is the major source of water for present and future purposes for the 11 communities tied into the system. The Ogallala aquifer is also a major source of usable water for the region; however, at the current rate of use, depletion of this supply is predicted by the end of the century.

A secondary objective of Lake Meredith is to provide recreation for visitors. At the conservation pool level (elevation 2,936.5 feet), the lake would provide about 16,500 surface acres of water. To date there has not been sufficient inflow to reach this level. In fact, the pool has fluctuated considerably from year to year, only having reached the maximum level of 2,915 feet in 1973. Regional population growth may further exacerbate water level fluctuation problems in the future. Currently, the lake level is about 2,900 feet. Based on the record, there is some question as to when and if the conservation pool level will ever be reached. However, the National Park Service must continue to develop plans based on the official conservation pool level.

Flood elevations have been estimated for the area. Based on a starting pool elevation of 2,936.5 feet, the 100-year flood maximum pool elevation would be 2,945.2 feet, and the 500-year flood elevation would be 2,970.1 feet (Bureau of Reclamation). It would take about 37 days for the

100-year flood to return to conservation pool level and about 47 days for the 500-year flood. Using the historic mean annual maximum stage of 2,902 feet as the starting pool, these flood elevations would only be 2,928 feet and 2,938 feet, respectively. This gives a more reasonable estimate of flood levels under current lake levels.

The predominant vegetative cover is comprised of blue gramma, little bluestem, and buffalo grasses. Interspersed with the grasses are scattered clumps of sand sagebrush, yucca, broom snakeweed, plains pricklypear, feather dalea, one-seeded juniper, and mesquite. Stands of cottonwood and hackberry trees are found in the side canyons along the lake. The varying lake levels have encouraged the encroachment of salt cedar in the floodplain areas. There are no prime or unique farmlands and no endangered or threatened species of plants within the boundaries of Lake Meredith or Alibates.

There are currently three grazing special use permits for the recreation area that include seven allotments--five on the north side of the lake and two on the south side. The total area grazed is approximately 7,000 acres providing about 2,300 animal unit months. (An animal unit month is equal to one month's grazing by a mature cow and calf, or a mature bull, or two yearling steers.) No grazing is allowed during the growing season, which runs from May 1 through October 31. The lack of fencing in some areas has resulted in some trespass by the cattle, which are removed when discovered, but several weeks sometimes passes before this occurs.

The major species of wildlife in the area include mule deer, white-tailed deer, and coyote. Pronghorn antelope may occasionally stray into the area, but they are primarily found in the flatter topography away from the river. Smaller mammals such as porcupine, cottontail rabbit, jackrabbit, ground squirrels, beaver, badger, and skunks can also be found.

Prominent birdlife consists of wild turkey, bobwhite, scaled quail, mourning dove, roadrunner, and red-winged blackbird. Ducks, geese, and other migratory birds occur seasonally.

Fish species include walleye, catfish, largemouth and sand bass, crappie, bluegill, and carp. Turtles, terrapin, lizards, and snakes, including two poisonous species (prairie rattlesnake and diamondback rattlesnake), can also be found in the area.

There are three federally listed endangered wildlife species that could occur in the area. These include the bald eagle (Haliaeetus leucocephalus), arctic peregrine falcon (Falco peregrinus tundrius), and whooping crane (Grus americana). There are no known populations of these species present in the area, although bald eagles have been known to migrate through occasionally.

Oil and gas operations are evident throughout the area. There are over 90 miles of pipeline in the recreation area, including about 100 pipelines that pass under the lake. There are approximately 170 oil and gas wells, 5 major oil storage tanks, and 5 large gas compressors within the boundaries of the recreation area and national monument. These operations are under rights retained when the lands were acquired. An additional 28 oil and gas wells are in the immediate proximity of the boundary. The exact ownership status of private mineral rights at Lake Meredith and Alibates is unknown. The federal mineral resources are not open to leasing or claims.

CULTURAL RESOURCES

The majority of known cultural resources at Lake Meredith Recreation Area and Alibates Flint Quarries National Monument are archeological Indian sites ranging in age from 100 years to 12,000 years old. Sites include villages, camps, lithic scatters, quarries, shelters, and some rock art. Over 400 archeological sites have been recorded at Lake Meredith. Alibates has several Panhandle Aspect village ruins and contains quarries of flint that were used for the manufacture of tools and weapons. Evidence found in excavations throughout the High Plains indicates widespread use of Alibates flint for 12,000 years.

Cultural resources in the Lake Meredith area represent cultures that have not been extensively studied, although some spot testing and excavation has been done at Alibates, and some salvage has been done at Lake Meredith in conjunction with the construction of Sanford Dam. A shoreline survey was undertaken when the lake was low. An excavation project is currently underway at Chicken Creek near the Rosita ORV area. Although surveys of the lakeshore and ORV areas have been completed, no comprehensive, systematic survey has been undertaken at either Lake Meredith or Alibates.

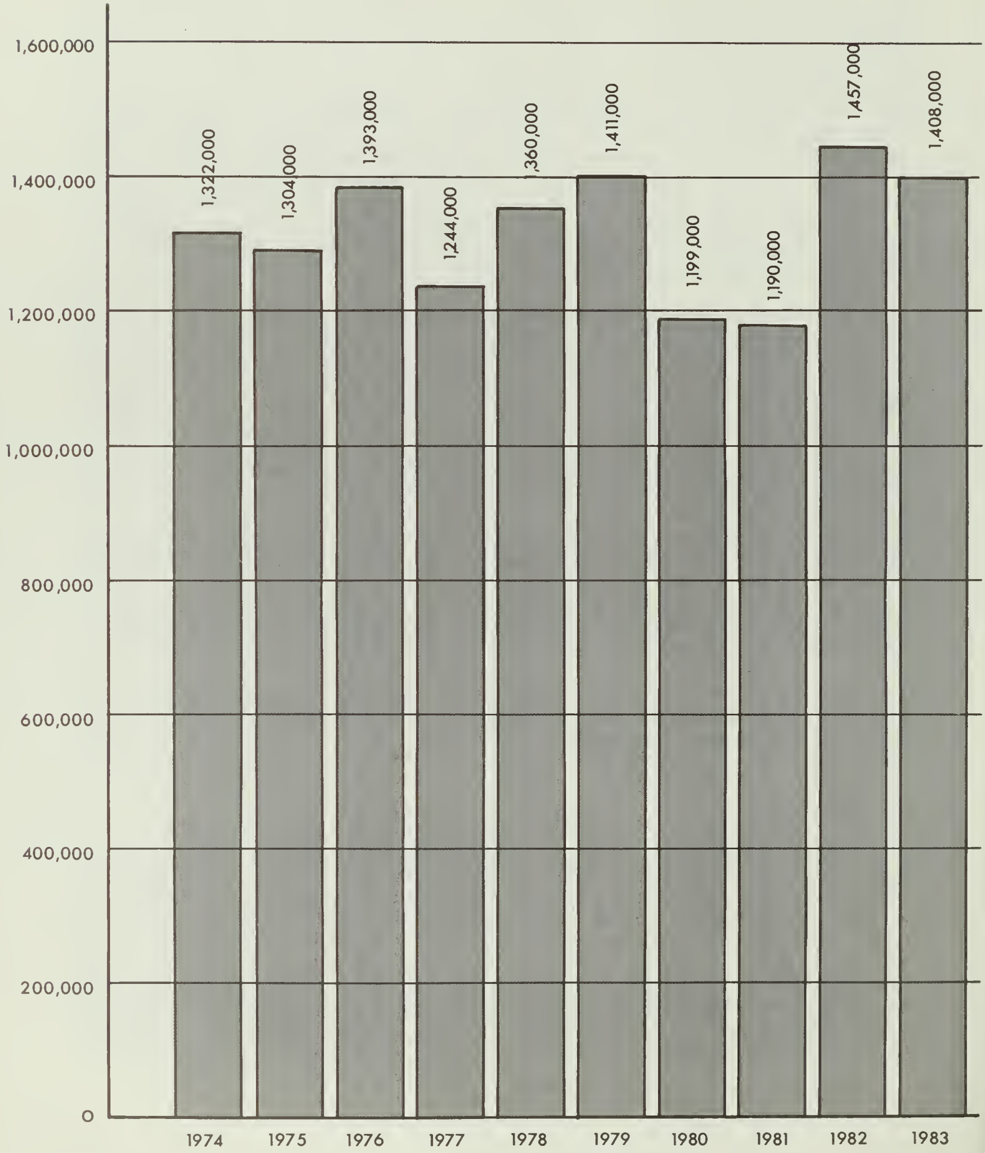
Other cultural resources include foundations and structures associated with local farms and ranches. Again, there has been no comprehensive survey of these sites, but of the known resources, the McBride ranch house is the only structure determined to be historic. This two-room limestone building is the oldest remaining ranch house in Potter County, and it has been stabilized by the Park Service.

The McBride ranch house is listed on the National Register of Historic Places, and a Panhandle Aspect site has been determined eligible for listing on the National Register.

VISITOR USE

Lake Meredith serves a regional population, with most visitors coming from within a 100-mile radius. As shown on the 10-year visitation bar graph for Lake Meredith, use of the recreation area has fluctuated considerably in recent years. Approximately 1.4 million recreation visits were recorded at the recreation area in 1983, roughly 60 percent during the May-August summer season. Visitation is weekend-oriented and reaches peak numbers during mid-July weekends. Based on regional population analyses and historic growth, a slow increase in recreation visits is expected at Lake Meredith, probably reaching about 1.9 million by the beginning of the next century (USDI, NPS, DSC Statistical Unit).

APPROXIMATE RECREATION VISITS 1974-1983
LAKE MEREDITH RECREATION AREA
(figures adjusted for nonrecreation visits)



Within an 80 percent confidence level, the number of recreation visits in the year 2000 is expected to range from 1.6 million to 2.2 million.

The greatest proportion of use occurs on the south side of the lake, especially at Sanford-Yake, Fritch Fortress, Cedar Canyon, and Harbor Bay, where boat-launching and parking facilities are frequently overcrowded. Plum Creek and Blue West on the north side and Bates Canyon on the south side receive the lightest use. As the level of the lake fluctuates, however, use concentrations change from site to site. Bates Canyon, for example, is heavily used when the lake is higher than its current level.

Primary water-based activities at the recreation area include power boating, sailing, waterskiing, fishing, and swimming. Picnicking and camping are usually associated with water-based recreation, but also include large group events and traditional family outings at sites farther from the lake. Lake users tend to prefer camping at the water's edge, and shoreline beaches frequently become crowded. When the water is high and the beach areas are submerged, boaters use the cliff-top picnic/camping areas or move to the upper end of the lake where rising water makes new shoreline available. There were an estimated 197,000 overnight stays at Lake Meredith in 1983.

Other recreational activities include hunting, hang gliding, model airplane flying, nature study, and sightseeing. ORV enthusiasts use designated areas at Rosita and at Blue Creek Bridge. These areas have been dedicated to this use based on prior use of the Canadian River bed by ORVs before the establishment of Lake Meredith. However, use of ORVs in the recreation area and on adjacent private lands has resulted in cut fences, vegetation and soil damage, conflict with other uses, damage to archeological resources, and angry private landowners.

Vandalism of facilities at Lake Meredith is a severe visitor use problem throughout the recreation area.

Hunting is permitted in designated areas within the recreation area and is subject to state regulations. Seasons are established for turkey, deer, quail, waterfowl, and dove. In the 1982-83 season, there were 20,846 hunter days recorded that involved hunting for turkey, deer, dove, and quail. Hunter pressure is very heavy for deer and turkey, with hunter success well below 10 percent. There is also considerable poaching of game species and wanton killing of nongame species.

Until recently, target practice (or plinking) was allowed in Lake Meredith except for developed areas. This created a dangerous situation in an area that has visitors coming and going at random. However, this practice will no longer be permitted based on the new NPS regulation (36 CFR 2.4), which does not permit the use of guns except for authorized hunting or in developed target practice facilities.

Visitors to Alibates are generally not the same people who use Lake Meredith. While recreation area visitors tend to come from regional areas, the national monument draws more national-international visitors who are especially interested in the archeological significance of the site.

Year-round use occurs at Alibates, but the months of January, February, and March have the lowest use. School groups visit the site mainly in the spring and fall. Because the national monument may be visited only on one of two ranger-guided tours per day, visitation has remained quite consistent over the last 10 years, with the number of visitors averaging about 2,000 each year. Because of the consistent low volume of use and nature of public access, a quantified projection of future use is not possible.

Visitors to Alibates assemble for their tour at the contact station (trailer) at Bates Canyon in the recreation area. Depending on the number of people on the tour, the interpreter either drives the visitors in a van or leads them in a caravan of private vehicles to a trailhead from which they hike about one-half mile uphill to the quarry sites. By making prior arrangements, handicapped visitors can be taken by van across private land directly to the quarry area. Some groups are also taken to a site of habitation ruins, depending on the weather, the hardiness of the group, and staff availability. At the end of the tour, all groups are treated to a flint-knapping demonstration given by the interpreter in the contact station.

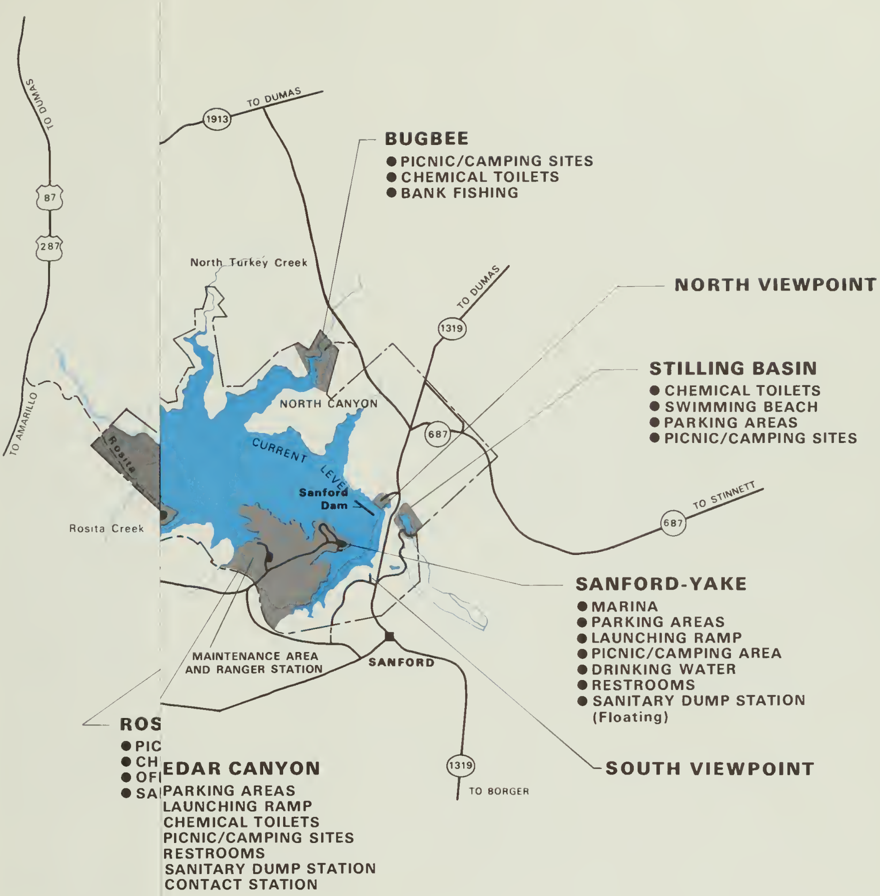
Visitor orientation and interpretation at the recreation area are limited. Regional news media are used to some extent to communicate information about recreational activities at Lake Meredith. The park cooperates with the city of Fritch in the operation of a small natural history museum located in Fritch. Diarama exhibits were purchased for the city by the Park Service, and the park also built several large tanks in which local species of fish are interpreted in live exhibits. The tanks are on permanent loan to the city, but because the lease did not identify who would be responsible for maintenance, the park provides weekly cleaning and equipment upkeep. In addition, when the park had sufficient seasonal employees, an interpreter was staffed at the museum on weekends. Because of the number of visitors contacted in this way, there is interest in reviving the program should adequate staffing be available again.

The National Park Service has concurrent jurisdiction with the state of Texas for enforcing the law at Lake Meredith. This means that NPS rangers enforce NPS regulations within the recreation area, state wardens enforce fish and game regulations, and state and local officers enforce violations of state law.

EXISTING DEVELOPMENT/FACILITY ANALYSIS

As shown on the Existing Conditions map, facilities are located in several developed areas around Lake Meredith. This section contains a general summary of all park facilities. An area-by-area description can be found in the subsection on development in "The Plan" section.

The park headquarters is in a 3,800-square-foot building on the outskirts of the city of Fritch. The building is leased and provides sufficient space for office functions and visitor contact.



EXISTING CONDITIONS

LAKE MEREDITH
RECREATION AREA

UNITED STATES DEPARTMENT OF THE INTERIOR
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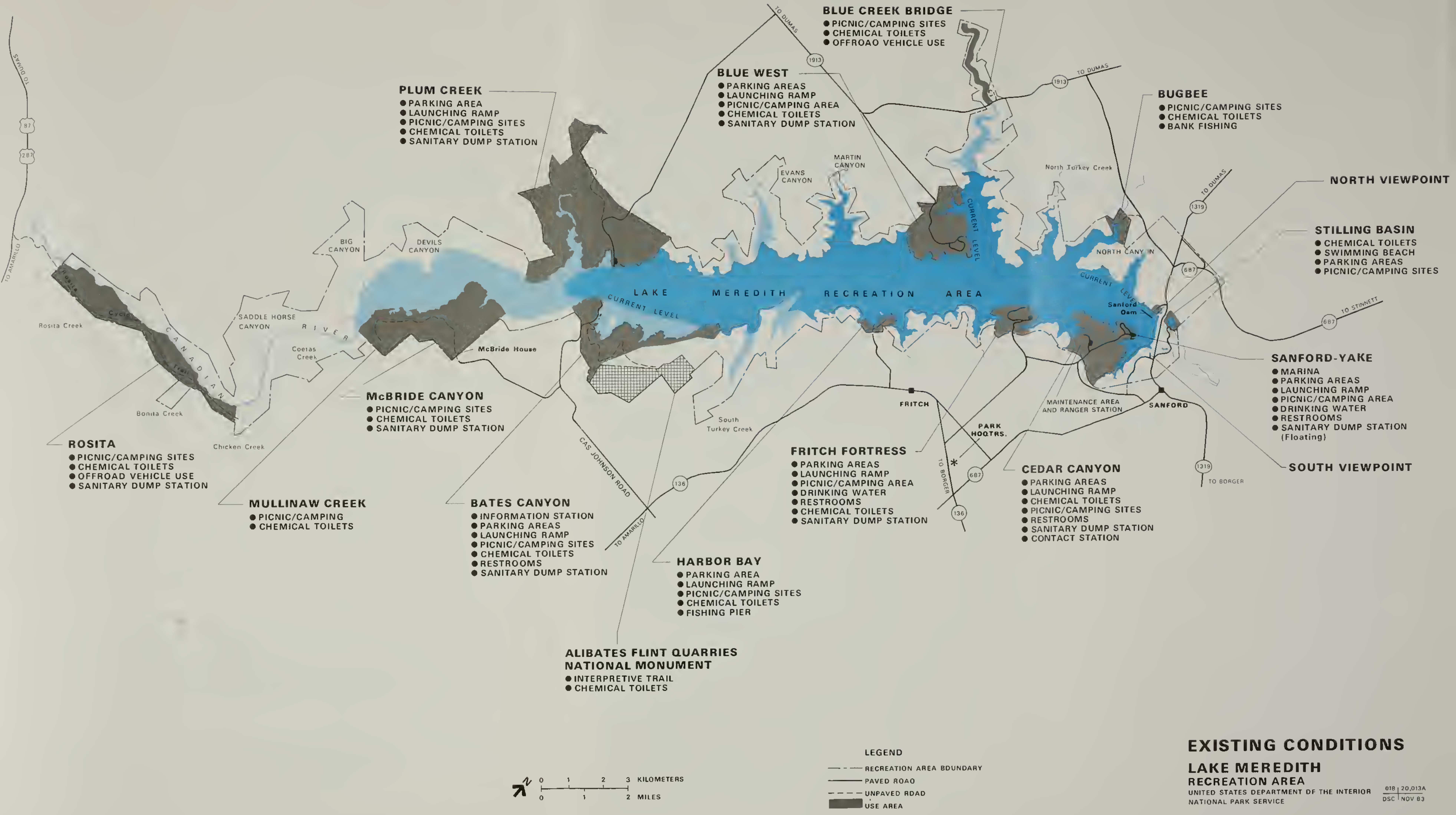

EXISTING CONDITIONS

LAKE MEREDITH
RECREATION AREA
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There are approximately 12 miles of hard-surfaced roads within the boundaries of Lake Meredith Recreation Area that are maintained by the Park Service. About 10.5 miles are class II--connector roads providing access to recreation facilities in the park. Average daily traffic ranges from an estimated 50 for the Plum Creek road to 800 for Sanford-Yake. The other 1.5 miles are class III--special purpose roads providing circulation in the Sanford-Yake and Blue West picnic areas. Only the 2.5 miles of paved roads in the Sanford-Yake and Cedar Canyon areas have been recently resurfaced. There are about 115 miles of unpaved roads in the recreation area providing access to undeveloped areas for oil and gas traffic, informal public use, patrols, and ranch access. The park has identified about 30 miles as "primary graded roads" with higher maintenance standards than the other "secondary graded roads." For further details on road classification, see appendix B.

The only developed trail of significance in the areas is a one-half mile interpretive trail in Alibates National Monument.

Within the recreation area, there are seven boat-launching ramps providing 28 launching lanes. Each ramp has an adjacent courtesy dock. Associated with the launching ramps are parking areas providing space for approximately 675 cars with trailers. Some parking areas frequently fill beyond capacity, especially when the lake level is low. Overflow parking occurs in nearby dirt or gravel areas or along the road. When the water is high enough for their use, other ramps, such as Bates Canyon, are used and are occasionally filled to capacity. All of these ramps have nearby portable chemical toilets and/or trailer restrooms. There is also one fishing pier in the recreation area.

There is one concessioner-operated marina at Lake Meredith. It sells gas and supplies and provides about 320 mooring slips, of which approximately 30 are currently vacant. Facilities in addition to the store include an indoor fishing room and a video game arcade. The entire facility is floating so that it moves with the lake's fluctuations.

There is one life-guarded swimming beach within the recreation area. It is in the Stilling Basin (Spring Canyon) area below the dam. The 100-car parking area is regularly filled beyond capacity during summer weekends, and cars are parked along the road and in dirt overflow areas nearby. Occasionally, the area must be closed off when all parking, paved and overflow, is full.

There are approximately 300 picnic tables in the recreation area. About one-third of these are in three major developed picnic areas. About one-half are scattered in undeveloped areas throughout the park where use has occurred informally over time. Approximately 160 tables have shelter ramadas and concrete patio slabs, including all of those in the developed picnic areas. The developed picnic areas have permanent restrooms, and all of the other areas have chemical toilets. Camping is allowed at all picnic sites. There are no developed campgrounds in the recreation area.

Informal dirt roads have been established throughout the developed picnic/camping areas. The undeveloped areas have sites and roads that were also located by use rather than by design.

There are seven sanitary dump stations--two permanent facilities and five temporary facilities. There is also one floating pump-out station for use by boaters.

Maintenance facilities are centralized in a former Youth Adult Conservation Corps (YACC) complex, an area of about 5 acres. There is a total of approximately 9,000 square feet in five maintenance buildings. These facilities are adequately sized to meet the needs of the recreation area. The main ranger station is in a 1,660-square-foot former YACC building in the same complex. It has been remodeled and adequately serves the purpose. Security in the area is inadequate. Being unfenced, the maintenance area and ranger station are vulnerable to theft and vandalism. There is a small contact station nearby, which has not been used much since the new ranger station was remodeled. The Bates Canyon/Alibates contact station is housed in a 660-square-foot trailer that is inadequate to serve the needs of park visitors and staff. The facility is too small and aesthetically unattractive. An adjacent comfort station is also housed in a portable trailer-type structure.

THE PLAN

GENERAL CONCEPT

The general concept behind the proposal for Lake Meredith is to restore and improve existing conditions at the recreation area. No new activities or significant expansion are proposed. The primary function of the recreation area will be the provision of water and related land-based recreation facilities and services. The primary visitor experience will be participation in water-based recreation activities in a safe, clean, and attractive environment.

The plan emphasizes rehabilitation and maintenance of existing recreation area facilities. Given the extensive need for restoration and improvement projects at Lake Meredith, new facilities will be de-emphasized. The proposal contains the minimum requirements to effectively manage the recreation area.

The concept for development at Alibates is to retain the undeveloped "discovery" character of the monument. Facilities will be small in scale to be in concert with the area's limited use, and development proposals will be coordinated with the needs of the recreation area. Much of the monument support will continue to come from the recreation area facilities and staff.

VISITOR USE

Primary water-based activities at the recreation area will continue to include fishing (boat or bank), sailing, pleasure boating, waterskiing, swimming, scuba diving, and wind surfing. Associated land-based activities will include picnicking, hiking along the shore, camping, nature study, and sightseeing. Other activities such as hunting, hang-gliding, and ORV use will continue to be allowed, but they will receive lower priority for programs and facility improvements than the primary activities. There will be no provision made for authorizing target practice in the recreation area.

At the conservation pool level, the lake would provide about 16,500 surface acres of water. Using a conservative spacing of one boat per 10 acres, the lake would provide a capacity for approximately 1,650 boats. The capacity of the parking areas for boat launchers is currently about 675 designated spaces. Overflow parking provides space for about another 200 vehicles with trailers. The mooring capacity at the marina is about 325 boats. Given that the lake has historically been well below conservation pool level, that storms can arise suddenly, and that the launching ramps can cause bottlenecks, it is proposed that the overall parking capacity be held to a maximum of about 800 spaces. This means that existing overflow areas could be paved, but overall capacity will not be increased.

The Stilling Basin (Spring Canyon) area provides the most popular swimming site in the recreation area. Based on the physical constraints of the site and limited staff capabilities, it is recommended that a carrying capacity of approximately 1,000 persons at one time be established for the area, including swimmers, picnickers, and fishermen. Using a loading factor of 4 persons per vehicle, this converts to 250 vehicles. This is roughly the present capacity of parking (paved and dirt overflow).

DEVELOPMENT

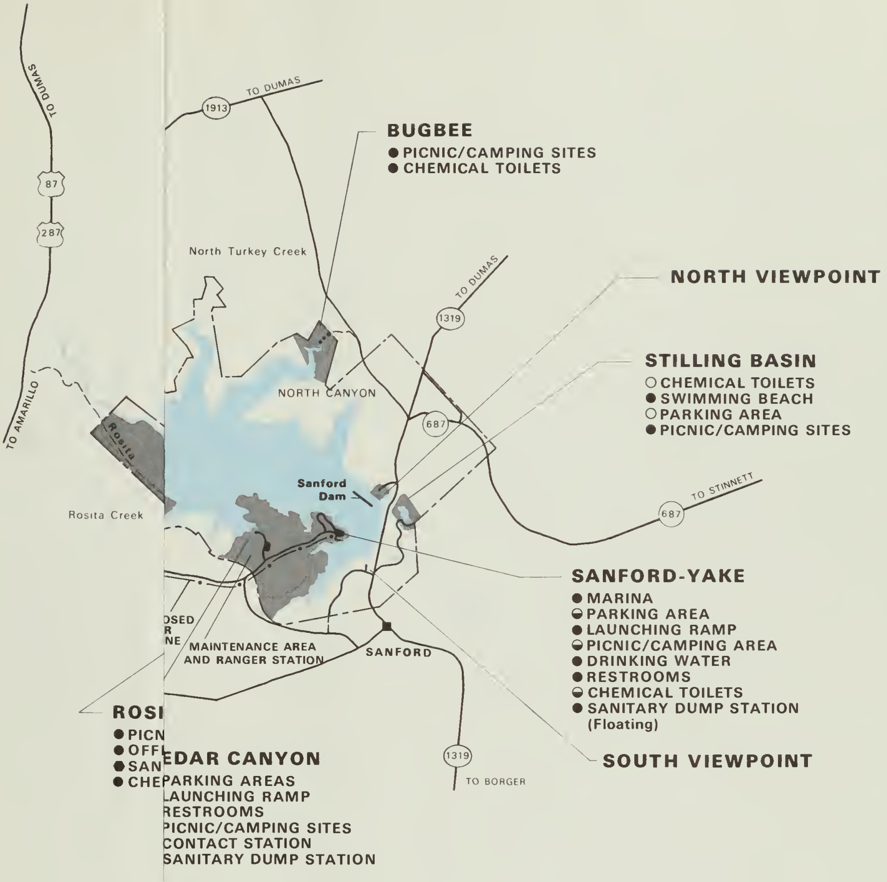
This section details existing facilities and proposed development by area. For further details on road classification see appendix B, and for handicap access see appendix C.

Sanford-Yake

This area currently includes a paved access road, a floating marina, parking areas, a launching ramp, and a picnic/camping area. The marina consists of approximately 320 mooring slips, a store and snack bar (vending machines), fuel services, a dry dock, repair services, an entertainment room (electronic games, music, etc.), and an indoor fishing room. Although it has been full in the past, the marina currently has more than 30 empty slips. The capacity appears to be adequate for the present. The Park Service will work with the concessioner to ensure that operations are safe and attractive. A storage area for the marina is located along the road into Sanford-Yake and can be easily seen by passing motorists. It is currently used to store boat trailers and miscellaneous materials. The storage area will be cleaned up to reduce the visual impact on visitors.

The 32-car parking area next to the marina and adjacent to the launching ramp is steep, often congested, and there is slope failure near the edge. The area will be modified and converted to a loading-unloading zone with a few spaces retained for handicapped visitors only. All other vehicles will use the upper parking area, which currently has a capacity for about 100 cars with trailers. However, the area is frequently filled beyond capacity with overflow parking occupying adjacent land. Therefore, this lot will be expanded by about 50 spaces to handle marina use and overflow needs. The slope between the launching ramp and parking area, which is eroding and may be in danger of slumping onto the ramp, will be stabilized. Associated with the ramp is a new courtesy dock with a floating sanitary dump station. The portable chemical toilets near the dock will be replaced by a more permanent comfort station (above conservation pool level or floating). The comfort station housed in a trailer located above the small parking area nearby will be removed at that time. A sidewalk will be developed between the upper parking area and the boat ramp to facilitate easier pedestrian circulation than that currently afforded by a stairway.

There is a an existing 50-site picnic/camping area at Sanford-Yake that was originally designed as a picnic area with walk-in tables and shelters. Informal use roads have been developed throughout the area by people wishing to drive right to their sites. The area has a permanent-type



BUGBEE
- ● PICNIC/CAMPING SITES
- ● CHEMICAL TOILETS

NORTH VIEWPOINT

STILLING BASIN
- ○ CHEMICAL TOILETS
- ● SWIMMING BEACH
- ○ PARKING AREA
- ● PICNIC/CAMPING SITES

SANFORD-YAKE
- ● MARINA
- ◒ PARKING AREA
- ● LAUNCHING RAMP
- ◒ PICNIC/CAMPING AREA
- ● DRINKING WATER
- ● RESTROOMS
- ◒ CHEMICAL TOILETS
- ● SANITARY DUMP STATION (Floating)

SOUTH VIEWPOINT

ROSI
- ● PICN
- ● OFF
- ● SAN
- ● CHE

EDAR CANYON
- PARKING AREAS
- LAUNCHING RAMP
- RESTROOMS
- PICNIC/CAMPING SITES
- CONTACT STATION
- SANITARY DUMP STATION

PROPOSED
GENERAL DEVELOPMENT
LAKE MEREDITH
RECREATION AREA

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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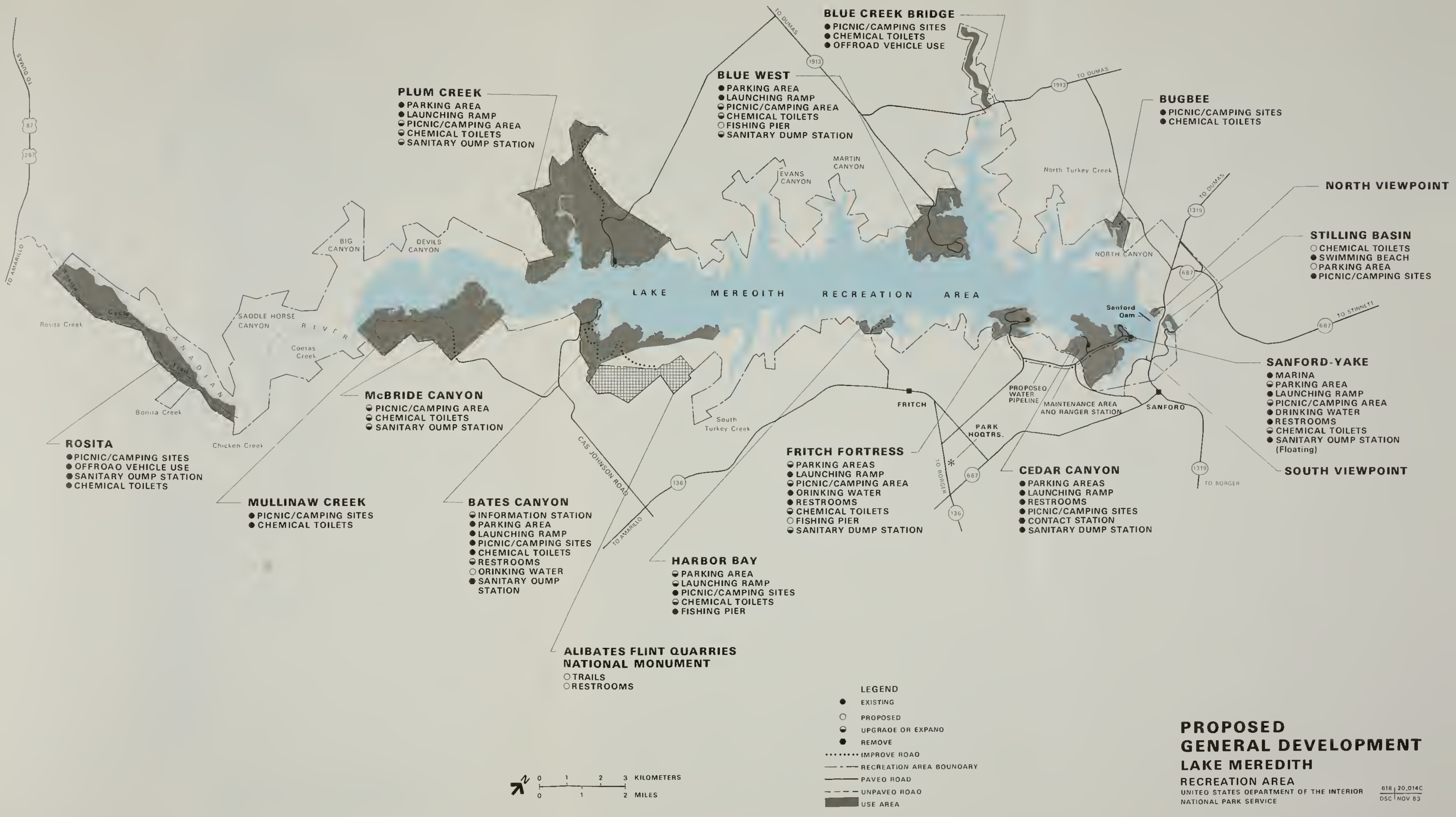

BLUE CREEK BRIDGE
- ● PICNIC/CAMPING SITES
- ● CHEMICAL TOILETS
- ● OFFROAD VEHICLE USE

PLUM CREEK
- ● PARKING AREA
- ● LAUNCHING RAMP
- ◒ PICNIC/CAMPING AREA
- ◒ CHEMICAL TOILETS
- ◒ SANITARY DUMP STATION

BLUE WEST
- ● PARKING AREA
- ● LAUNCHING RAMP
- ◒ PICNIC/CAMPING AREA
- ◒ CHEMICAL TOILETS
- ○ FISHING PIER
- ◒ SANITARY DUMP STATION

BUGBEE
- ● PICNIC/CAMPING SITES
- ● CHEMICAL TOILETS

NORTH VIEWPOINT

STILLING BASIN
- ○ CHEMICAL TOILETS
- ● SWIMMING BEACH
- ○ PARKING AREA
- ● PICNIC/CAMPING SITES

SANFORD-YAKE
- ● MARINA
- ◒ PARKING AREA
- ● LAUNCHING RAMP
- ◒ PICNIC/CAMPING AREA
- ● DRINKING WATER
- ● RESTROOMS
- ◒ CHEMICAL TOILETS
- ● SANITARY DUMP STATION (Floating)

SOUTH VIEWPOINT

ROSITA
- ● PICNIC/CAMPING SITES
- ● OFFROAD VEHICLE USE
- ● SANITARY DUMP STATION
- ● CHEMICAL TOILETS

McBRIDE CANYON
- ◒ PICNIC/CAMPING AREA
- ◒ CHEMICAL TOILETS
- ◒ SANITARY DUMP STATION

MULLINAW CREEK
- ● PICNIC/CAMPING SITES
- ● CHEMICAL TOILETS

BATES CANYON
- ◒ INFORMATION STATION
- ● PARKING AREA
- ● LAUNCHING RAMP
- ● PICNIC/CAMPING SITES
- ● CHEMICAL TOILETS
- ◒ RESTROOMS
- ○ DRINKING WATER
- ⬢ SANITARY DUMP STATION

HARBOR BAY
- ◒ PARKING AREA
- ◒ LAUNCHING RAMP
- ◒ PICNIC/CAMPING SITES
- ◒ CHEMICAL TOILETS
- ● FISHING PIER

FRITCH FORTRESS
- ◒ PARKING AREAS
- ● LAUNCHING RAMP
- ◒ PICNIC/CAMPING AREA
- ● DRINKING WATER
- ● RESTROOMS
- ◒ CHEMICAL TOILETS
- ○ FISHING PIER
- ◒ SANITARY DUMP STATION

CEDAR CANYON
- ● PARKING AREAS
- ● LAUNCHING RAMP
- ● RESTROOMS
- ● PICNIC/CAMPING SITES
- ● CONTACT STATION
- ● SANITARY DUMP STATION

ALIBATES FLINT QUARRIES NATIONAL MONUMENT
- ○ TRAILS
- ○ RESTROOMS

PROPOSED
GENERAL DEVELOPMENT
LAKE MEREDITH
RECREATION AREA
UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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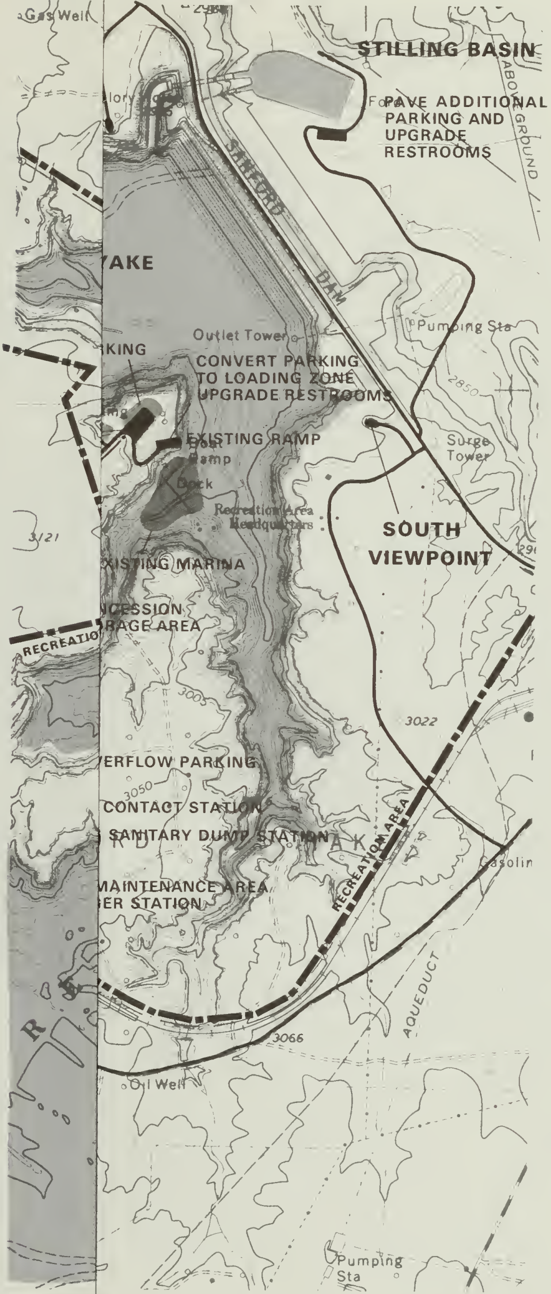

OPOSED DEVELOPMENT CONCEPT
TCH FORTRESS / CEDAR CANYON/
FORD-YAKE/STILLING BASIN

MEREDITH RECREATION AREA
STATES DEPARTMENT OF THE INTERIOR/NATIONAL PARK SERVICE

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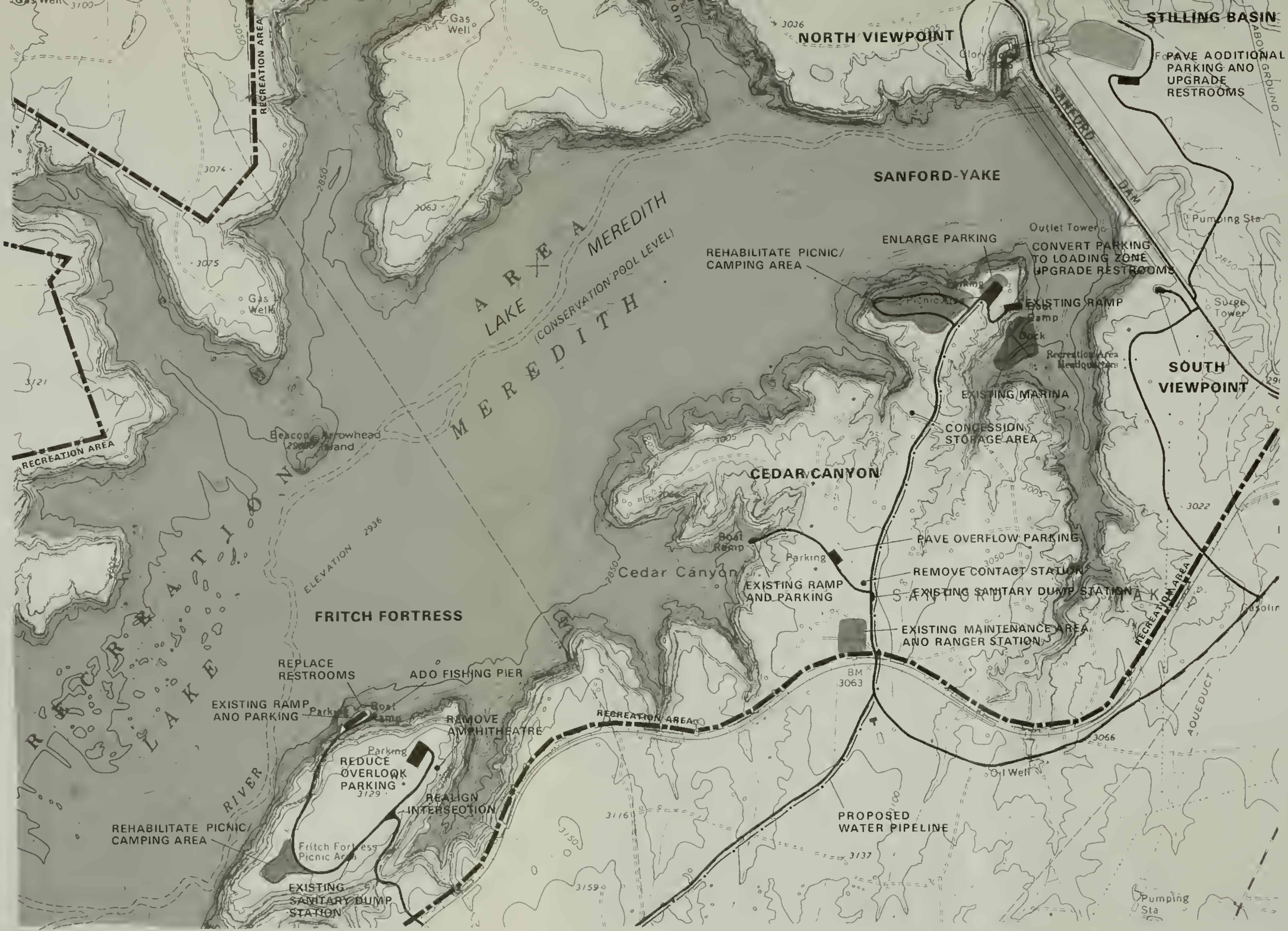

PROPOSED DEVELOPMENT CONCEPT
FRITCH FORTRESS / CEDAR CANYON/ SANFORD-YAKE/STILLING BASIN

LAKE MEREDITH RECREATION AREA
UNITED STATES DEPARTMENT OF THE INTERIOR/NATIONAL PARK SERVICE

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restroom and drinking water. The area will be redesigned and rehabilitated to improve the usefulness and attractiveness of the facility. Roads will be formally designated to provide better access to sites, and other informal dirt roads will be closed off and the vegetation restored. Large rocks or posts will be placed to prevent indiscriminate driving in the area.

Currently, water is supplied to this area by the Phillips Petroleum Company. A 2.1-mile waterline will be constructed along county roads to connect the Sanford-Yake/Cedar Canyon areas to the Fritch water system. This will ensure an adequate water supply to the most heavily used areas in the park.

Cedar Canyon

This area currently includes a paved access road and a launching ramp with courtesy dock and adjacent parking area for about 90 cars with trailers. A dirt overflow parking area is located along the road into the area. An area for 50 cars with trailers will be surfaced to keep the dust down and to reduce continual maintenance needs. A trailer-type restroom located in the lower parking area is currently being replaced with a permanent facility at the upper end of the parking area. Chemical toilets are also placed on the adjacent beach area, which is heavily used for informal camping and picnicking. The paved parking area will be striped to delineate car/trailer parking spaces and the vehicle access route to the informal picnic/camping area on the beach. A mobile food/refreshment operation will be initiated to provide service to this and other popular sites in the recreation area.

There is an existing permanent sanitary dump station and small contact station near the intersection of the Cedar Canyon and Sanford-Yake roads. When the contact station no longer serves any useful support function, it will be removed. The maintenance facilities and main ranger station for the park are also near Cedar Canyon in a high visibility area along the main entrance road. The ranger station will be better signed to serve the information/contact function, and the maintenance area will be cleaned up, security fenced, and screened from the visitors to reduce visual impacts. The entrance to the areas will be replaced for safety reasons.

Fritch Fortress

This area currently includes an asphalt access road; a launching ramp with courtesy dock, chemical toilets, and an adjacent 90-car with trailer parking area; a permanent trailer dump station; and a 10-site picnic/camping area with permanent restrooms and drinking water. The chemical toilets at the ramp will be replaced with a permanent restroom. A fishing pier will be installed near the ramp to reduce conflicts with boat courtesy dock users. The picnic/camping area, like the one at Sanford-Yake, was originally designed for walk-in picnic tables with shelters. Informal dirt roads have been developed by people driving to these sites for camping and picnicking. The parking area at the ramp often fills to capacity, and overflow takes place along the road up the hill and in the picnic area. There is a large (200-car) parking area on the bluff above the ramp. However, this area is almost 200 feet above and over 1,000 feet away from the ramp. It was originally developed based on proposals for a large motel/golf course development at Fritch Fortress. This was never built, and the parking area serves only some minor overlook use. The large parking area at the overlook will be replaced with a small (10-car) facility. A large amphitheater was begun nearby using YACC forces several years ago. It would take a substantial amount of work to finish it. It has deteriorated in recent years from the elements and is of questionable design and utility, and, therefore, it will be removed. The road intersection near the overlook will be realigned to facilitate the main traffic flow to the ramp.

The picnic/camping area will be redesigned and rehabilitated in a manner similar to the Sanford-Yake picnic area. The existing parking area at Fritch Fortress will be converted to overflow parking area for the ramp.

Stilling Basin (Spring Canyon)

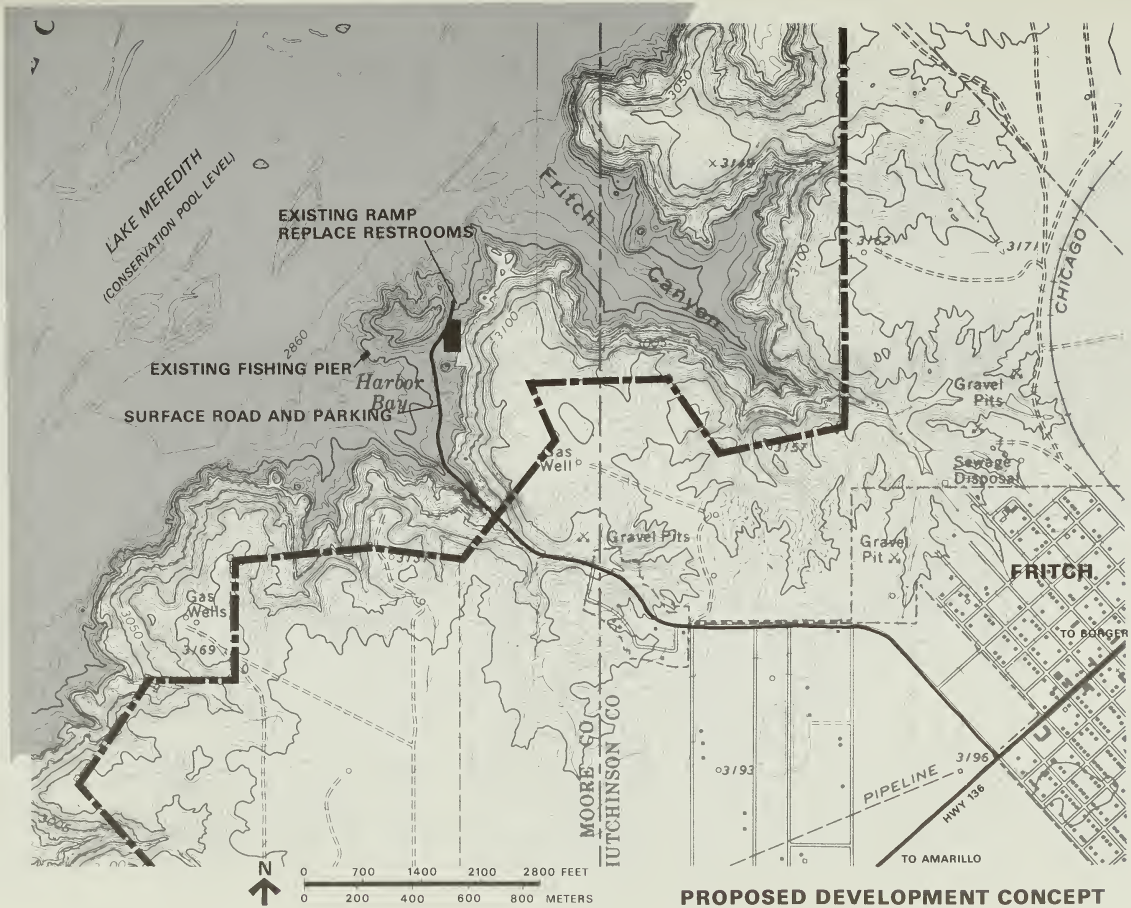
The stilling basin below the dam is the designated swimming beach at the recreation area. It is accessed by a paved road from Texas 1319. The beach has been enhanced with the addition of sand. A paved parking area provides space for about 100 cars. Other informal dirt parking areas and roadside parking provide space for about another 150 vehicles. At times even these fill up, and people are turned away at the road entrance to the area. The area includes about 15 picnic/camping sites with shelter ramadas. Chemical toilets are provided at several locations.

An additional 150 parking spaces in the area will be designed and surfaced. This will keep the total capacity at 250 cars, identifying a physical limit on the use in the area. Permanent waterless restrooms will replace the chemical toilets in the area.

Harbor Bay

This area has been developed by park forces in recent years to provide another access point to the lake near the town of Fritch. It includes a launching ramp with courtesy dock and adjacent 65-car with trailer gravel parking area, a gravel access road, 12 undeveloped picnic/camping sites, chemical toilets, and a fishing pier. Much of this area would be underwater if the lake rises to conservation pool level.

Recognizing that the area is beneath conservation pool level, it will be minimally upgraded with the knowledge that it could be subject to inundation for extended periods of time in the future. The area will be closed during these periods. The road to the ramp and parking area will be surface treated to keep the dust down. Chemical toilets will be replaced with more permanent restrooms (above conservation pool level or floating).



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PROPOSED DEVELOPMENT CONCEPT
HARBOR BAY
LAKE MEREDITH RECREATION AREA
UNITED STATES DEPARTMENT OF THE INTERIOR/NATIONAL PARK SERVICE

Bates Canyon/Alibates

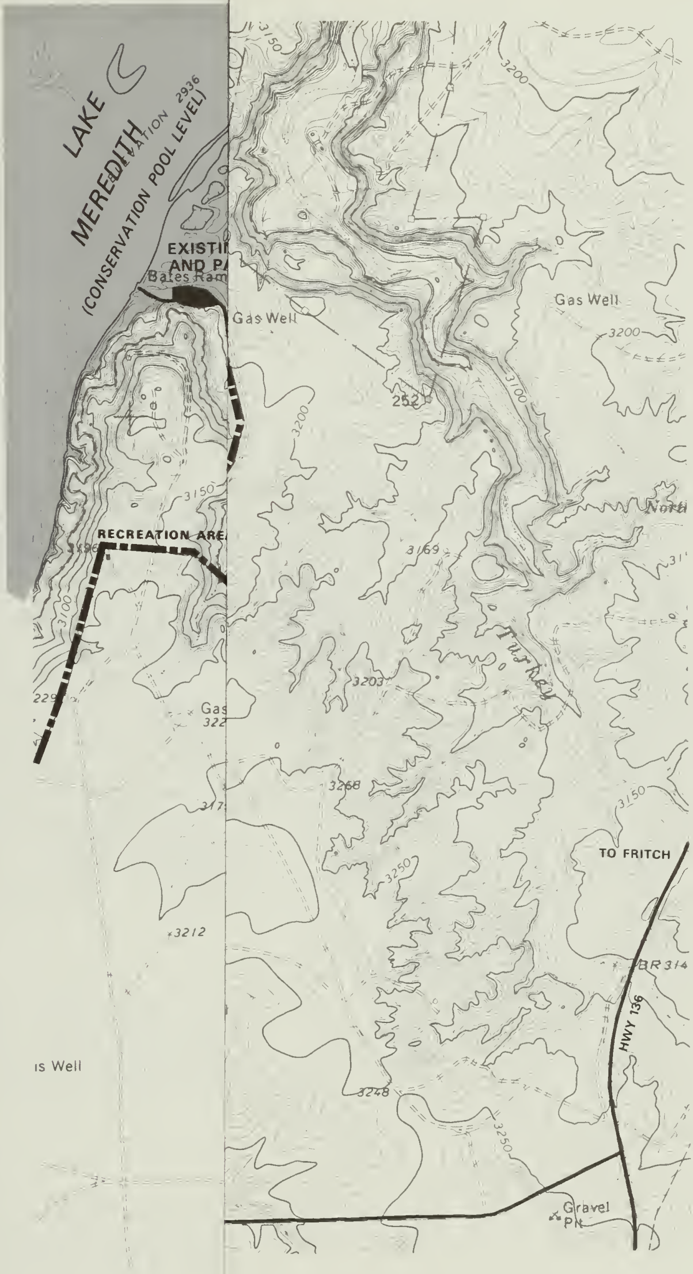
Existing facilities at Bates Canyon include an asphalt access road, a launching ramp, a courtesy dock, chemical toilets, and a 100-car with trailer parking area. The chemical toilets will be replaced with permanent restrooms.

The existing visitor contact station for Alibates National Monument is in a 660 square-foot trailer near the entrance to Bates Canyon. The facility is unattractive and too small to meet the needs of monument visitors and staff. This site also includes a comfort station located in another trailer and a 23-space paved parking area. There is a temporary sanitary dump station nearby. The visitor contact station and restrooms in the trailers will be replaced with a small permanent visitor contact station (approximately 1,200 square feet) and permanent restrooms to be located just south of the existing parking area. The facility will be of a low-key ranch style design to blend with the local environment. Space will be provided in the contact station for an information desk, interpretive displays, flint-chipping demonstrations, an office, and storage. A well will be drilled or a waterline brought in to serve the facility. As there is no developed campground in the area, the temporary sanitary dump station will be removed.

The existing trailhead for Alibates is reached by a 3-mile road from the contact station. This unimproved dirt road has some steep slopes, hairpin curves, and a section (about 1,500 feet long) that is below the elevation of the conservation pool for the reservoir. The trailhead consists of a small (approximately 5-car) dirt parking area with chemical toilets. A one-half mile trail leads up a hill to some representative flint quarries. Several dilapidated wooden shade structures are along the trail. These are inexpensive units developed by YACC forces, but are none-the-less appreciated by visitors taking the tour up the hill.

Under the general management plan amendment (1985) for Alibates, visitors will gather at the contact station for guided tours of the site, as they do now, and will either caravan or ride the park van to a new trailhead location. New trails will provide access to the same quarry sites as interpreted now and also to a group of quarries that are closer to the habitation ruins. Interpreters will take short tours to the first quarry site, or a longer loop trip that will include the second quarry site and the ruins. Handicapped visitors will continue to be taken to the sites by a dirt road over private lands by making prior arrangements with park staff. There may be some potential for handicap access from the lower parking area to nearby flint quarries. Public use of a portion of the trail network will require the Park Service to acquire rights or develop an agreement with the private landowner for access. This 300-acre parcel includes numerous flint quarries equal to the quarries within current federal ownership.

The dirt road to Alibates will be improved to a low-standard 18-foot-wide gravel road. Approximately two-thirds mile will be on a new alignment to eliminate sharp curves, steep slopes, and sections below the conservation pool level of the reservoir. The upgraded class II road will be shortened by about one-half mile with these improvements. The design speed for the road will be in the 20-25 mph range. The existing trailhead will be



OSED DEVELOPMENT CONCEPT
CANYON/ALIBATES

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S DEPARTMENT OF THE INTERIOR/NATIONAL PARK SERVICE

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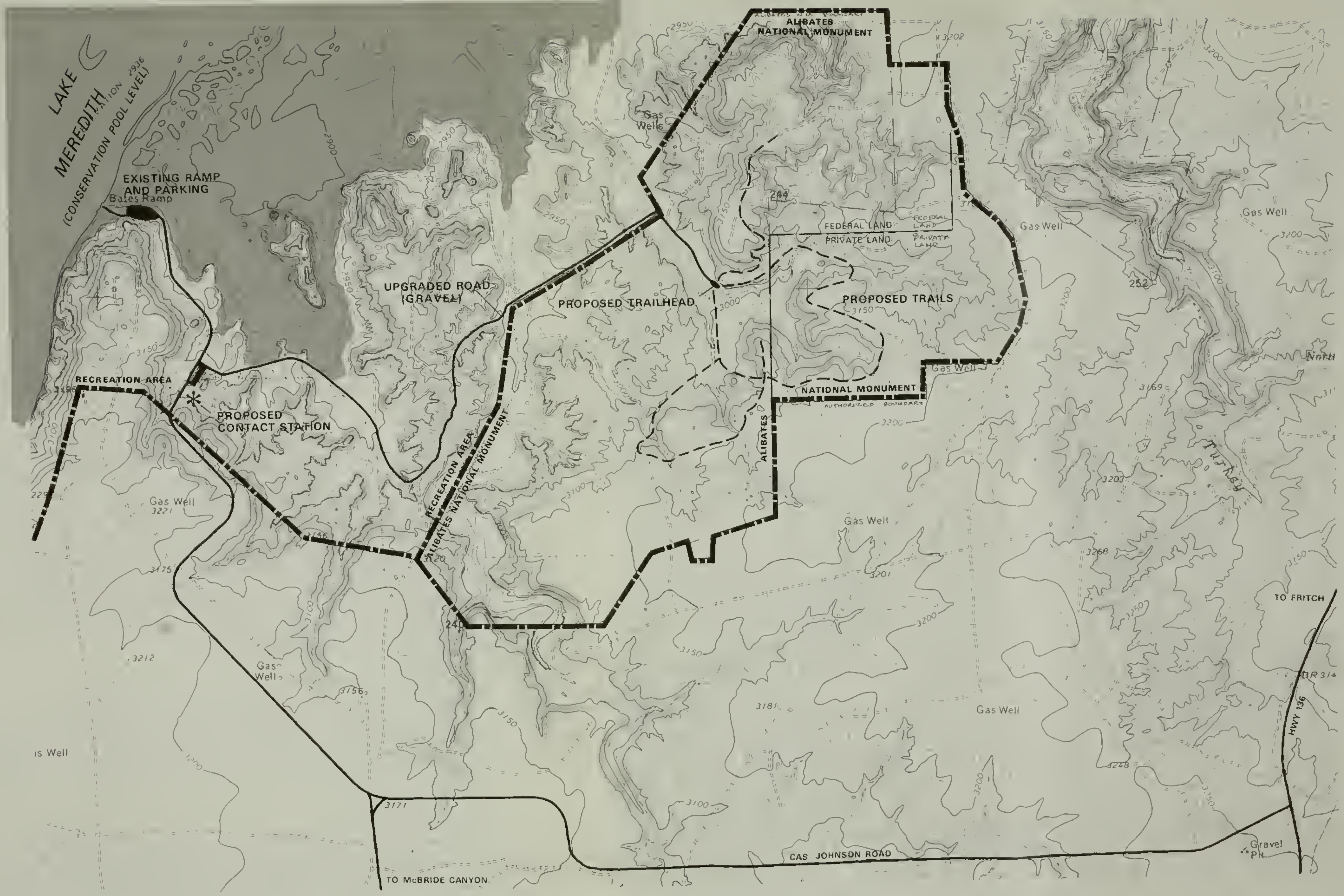

PROPOSED DEVELOPMENT CONCEPT
BATES CANYON/ALIBATES

LAKE MEREDITH RECREATION AREA
ALIBATES FLINT QUARRIES NATIONAL MONUMENT
UNITED STATES DEPARTMENT OF THE INTERIOR/NATIONAL PARK SERVICE

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relocated about four-tenths mile to the south. The new trailhead location will be more central to the quarries and ruins of the monument, and no oil and gas wells will be visible from the site. Waterless restrooms and parking for up to ten cars or two buses will be provided nearby. Approximately 4 miles of trails will be developed to provide access to the quarries and ruins. Shade structures will be developed along the main trail to the quarries. However, the structures will be designed so that they could be relocated to a different trail in the future (if desired when land acquisition for the monument is completed).

McBride Canyon/Mullinaw Creek

This area currently includes the McBride ranch house and several undeveloped picnic/camping sites. The access road is graded dirt. A dirt pulloff parking area near the ranch house provides space for about 10 cars. The house has a 6-foot chain-link fence with three-strand barbed wire surrounding it. An informal campground with about 10 sites is nearby. The Mullinaw Creek area has about another 6 sites that are used primarily by hunters. Chemical toilets have been placed in the three use areas, and a temporary sanitary dump station has also been located near the ranch house parking area.

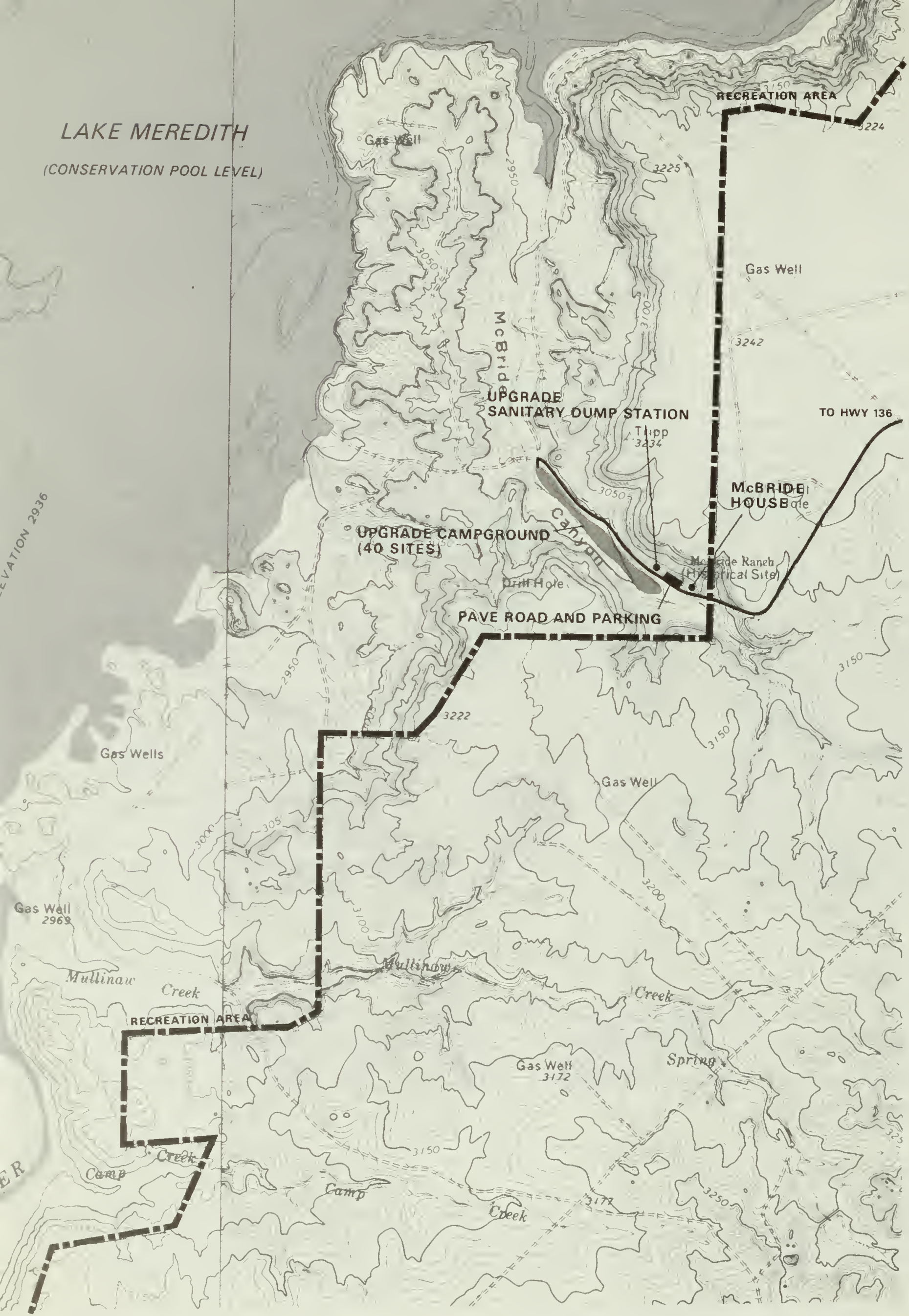
Improvements will be made to the entrance road, the McBride ranch house picnic area, and the campground. The entrance road will be paved (22 feet wide) from the boundary to the end of the campground (approximately 2,500 feet). The existing dirt parking area will be paved at the same time. Other roads at McBride and Mullinaw Creek would remain graded dirt. The security fence will be removed from around the McBride ranch house, and the exterior facade will be preserved. About five picnic tables will be located nearby for day users. The existing undefined and vehicle scarred campground will be upgraded to improve the visitor experience and to protect soil and vegetation resources. It will include designated gravel roads, up to 40 campsites, and permanent restrooms. The sanitary dump station would be replaced with a more permanent facility. The McBride area will remain without drinking water as it is now.

Rosita

This area includes about 20 picnic/camping sites, chemical toilets, and a temporary sanitary dump station. The dirt road into the area is graded periodically by NPS personnel. Based on the general concept of de-emphasizing nonwater-related facilities, no improvements are proposed for this area.

Plum Creek

This area includes an access road, a launching ramp, a courtesy dock, and an adjacent parking area with space for about 115 cars with trailers. The area also includes about 55 picnic/camping sites. Several of these are concentrated at two areas with large cottonwood trees in the vicinity

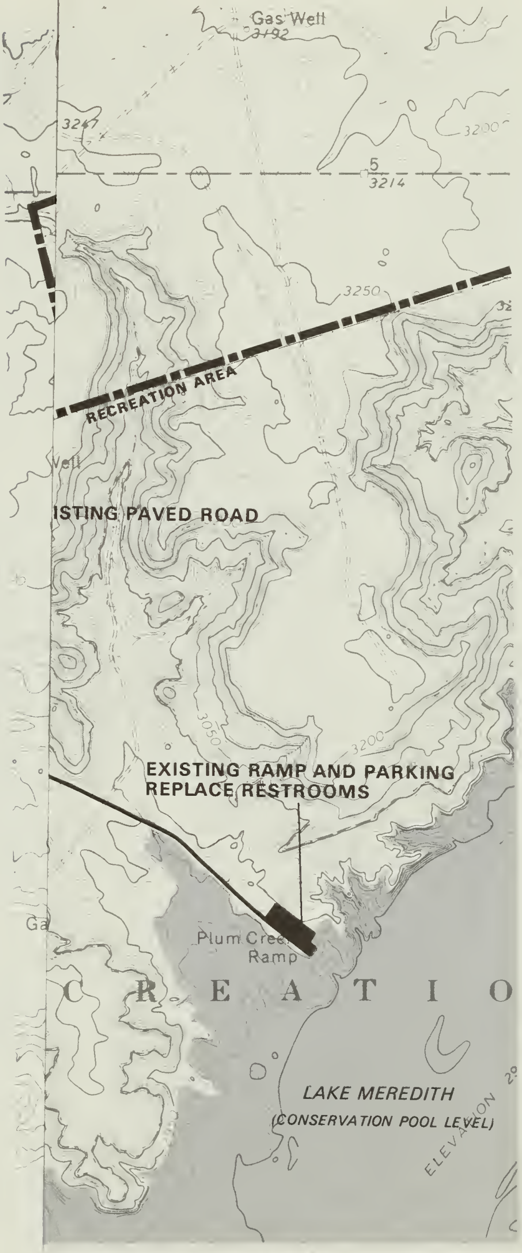


PROPOSED DEVELOPMENT CONCEPT

McBRIDE CANYON/MULLINAW CREEK

LAKE MEREDITH RECREATION AREA

UNITED STATES DEPARTMENT OF THE INTERIOR/NATIONAL PARK SERVICE



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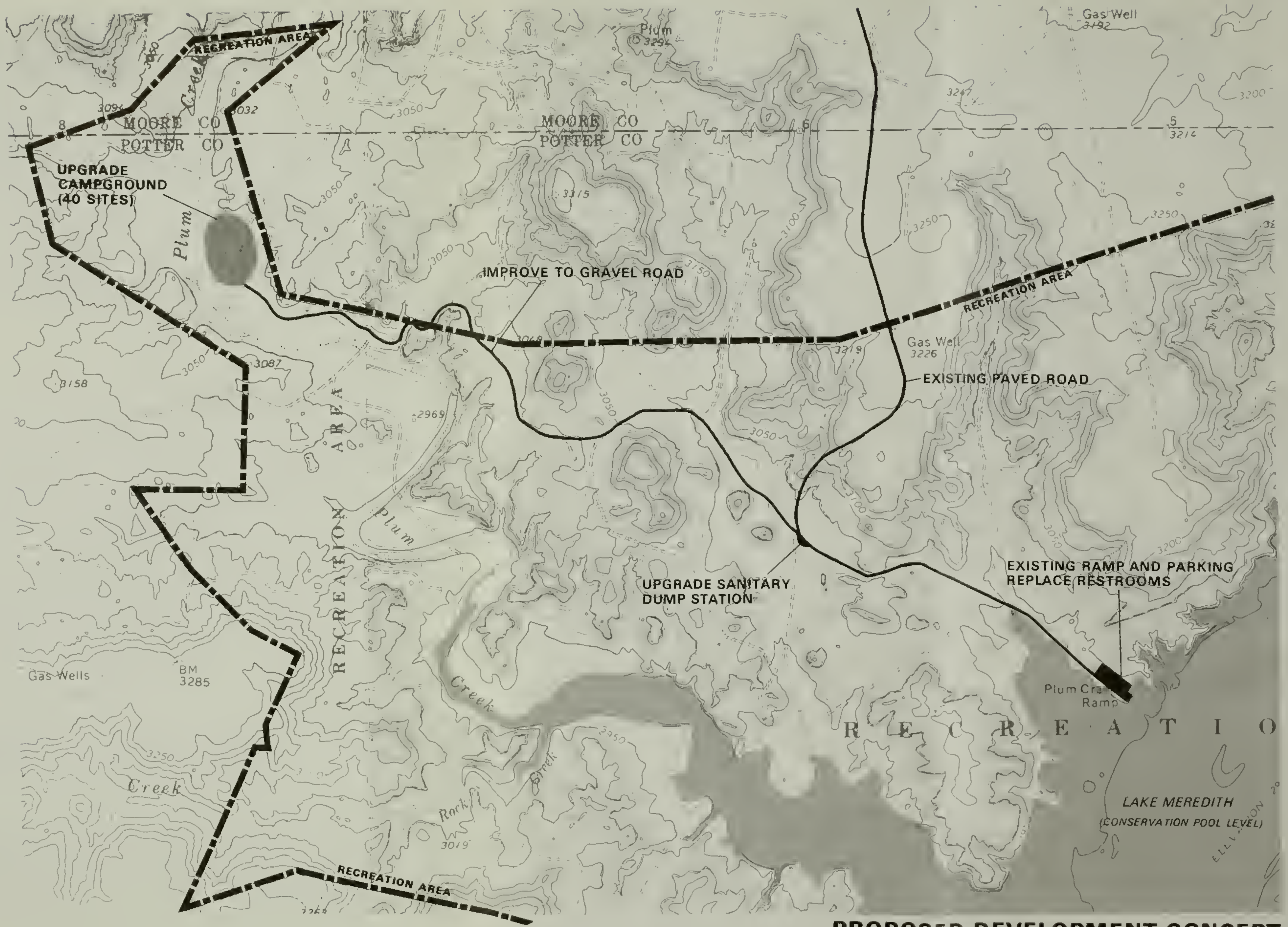

PROPOSED DEVELOPMENT CONCEPT
PLUM CREEK

LAKE MEREDITH RECREATION AREA
UNITED STATES DEPARTMENT OF THE INTERIOR/NATIONAL PARK SERVICE

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of upper Plum Creek. The Plum Creek area is served by chemical toilets and a temporary sanitary dump station. The main road to the ramp is hard-surfaced, but the road into upper Plum Creek is graded dirt that occasionally becomes impassable during periods of wet weather.

The chemical toilets at the ramp and sanitary dump station will be replaced with more permanent-type facilities. The 2-mile class II road into the upper Plum Creek area will be improved to a very low standard (18 foot wide) gravel road to make it usable during wet weather. This will require some grading and gravel surfacing. Significant realignment will not occur. This minimally improved road will also have occasional pullouts to allow larger vehicles to pass by each other. The design speed for the road will be in the 15-20 mph range. An access agreement will be required from the local landowner where the road is outside the recreation area boundary (approximately 0.3 mile). The campground will also be improved to provide gravel roads, up to 40 campsites, two group use sites, and permanent restrooms. The Plum Creek area will remain without drinking water.

Blue West

This area includes an access road, a launching ramp, a courtesy dock, and a nearby hard-surfaced parking area with space for about 115 cars with trailers. This capacity is sufficient for the current and anticipated level of use at the ramp. Blue West also has a 25-site developed picnic/camping area. Like Sanford-Yake and Fritch Fortress, the sites were designed for walk-in picnicking, but informal dirt roads now run throughout the area. The main road to the ramp and the loop road through the picnic/camping area are hard-surfaced. Blue West is served by chemical toilets and a temporary sanitary dump station.

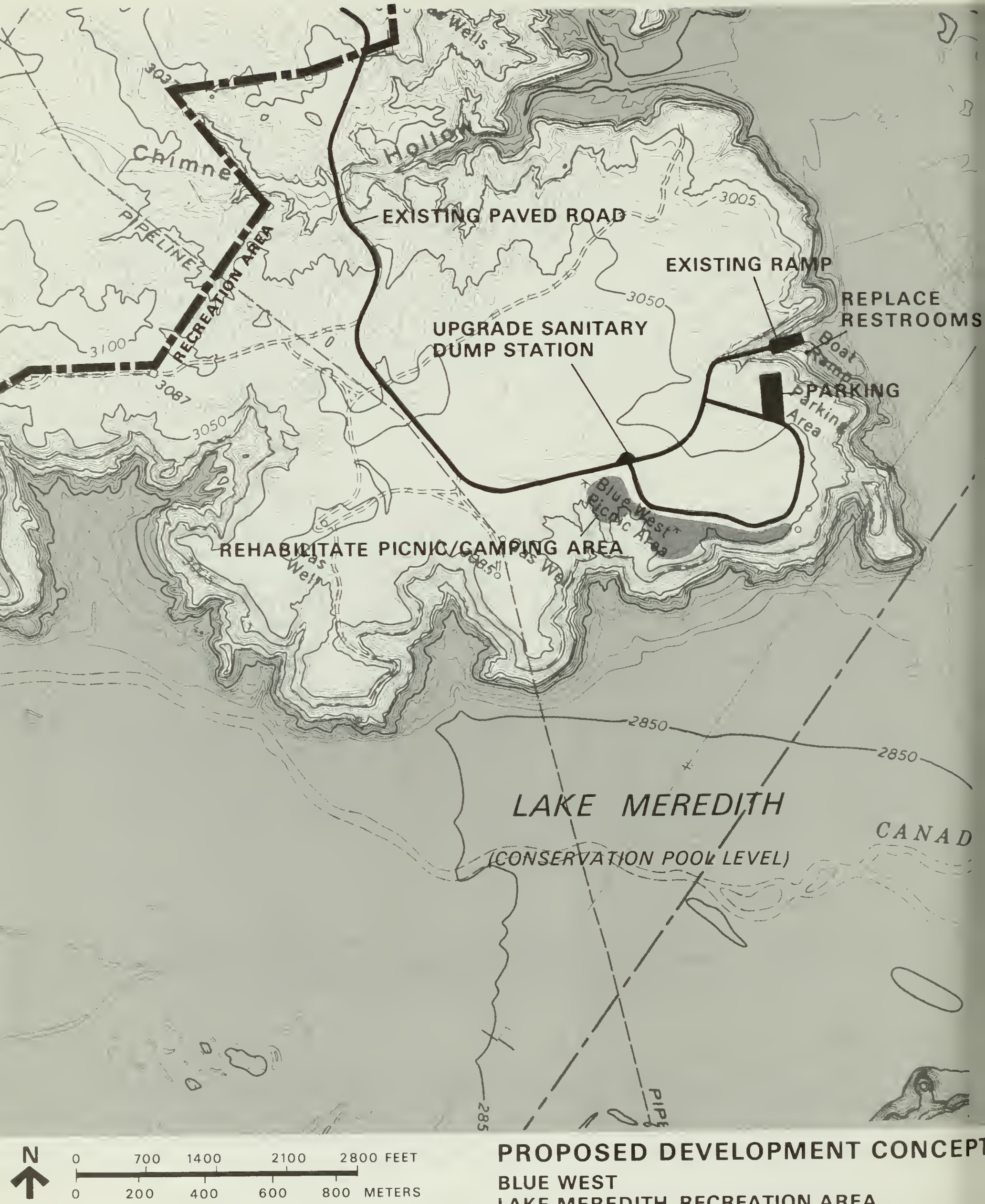
The picnic/camping area will be redesigned and rehabilitated similar to the picnic areas at Sanford-Yake and Fritch Fortress. Designated roads will be provided to most of the sites, and the remainder of the area will be restored. The chemical toilets at the ramp and temporary sanitary dump station will be replaced with permanent-type facilities. The area will remain without drinking water, however.

Blue Creek Bridge

This area consists of 20 informal picnic/camping sites with dirt roads and chemical toilets. Based on the general concept stated above and because of the area's flooding potential, no improvements are proposed.

Bugbee

This undeveloped area has about 25 scattered picnic/camping sites and chemical toilets. Access is via a low standard gravel road. One-fourth mile of this class II road and a small (10-car) parking area will be improved to provide fishermen access to the area.



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PROPOSED DEVELOPMENT CONCEPT

BLUE WEST
LAKE MEREDITH RECREATION AREA

UNITED STATES DEPARTMENT OF THE INTERIOR/NATIONAL PARK SERVICE

North Viewpoint

This area includes an asphalt spur road to an overlook. No improvements are necessary.

South Viewpoint

This area includes an asphalt spur road to an overlook and interpretive display on the waterline heading south. No improvements are necessary.

PARK OPERATIONS

The administrative headquarters is located in a leased building outside the park boundaries on the outskirts of Fritch. Because the building provides enough space (using GSA standards) and because it is conveniently located along a main highway, it will be retained at its present size and location.

There will be no employee housing provided at Lake Meredith Recreation Area. Fritch, a community of over 2,000, has some private housing available. In addition, Borger, a city of almost 16,000, is within 10 miles of the headquarters.

The existing maintenance area provides adequate facilities and will be maintained at its present size and location near the Cedar Canyon area. The area will be fenced to make it more secure, and the maintenance area will be screened from passing motorists. The entrance will be redesigned to improved safety.

PLAN IMPLEMENTATION

Plan implementation for Lake Meredith and Alibates will be phased over the next 5 to 15 years based on funding sources. Phase 1 will include road and parking improvements and picnic/camping area redesign projects costing an estimated $1.8 million. It will be funded through the Federal Lands Highway Program, which is derived from federal gas taxes. Phase 2 will include the Bates Canyon/Alibates visitor contact station and recreation area comfort stations, costing about $1 million. Other projects will follow. The gross total cost for recreation area visitor development projects, including design, construction supervision, and contingencies, will be an estimated $3.7 million (see table 1). Development costs for projects benefiting Alibates National Monument will total about $1.4 million (gross).

Facilities will be replaced or improved with minimum impacts on park resources and will be harmonious with the area and its resources in proportion, color, and texture. The Park Service will comply with all applicable safety and environmental laws, executive orders, and regulations. Contract documents will specify minimum practicable vegetation, soil disturbance, and air, water, and noise pollution during construction. Landscape plant materials will be restricted to nonaggressive species compatible with the area. Disturbed areas and unneeded roads will be seeded with native vegetation to prevent exotic plants from taking over. Accessibility for handicapped persons in new and rehabilitated facilities will be provided to the maximum extent practicable. The Park Service will use all feasible means of energy conservation emphasizing passive solar techniques in the Alibates contact station. Facilities located in the flood pool of the reservoir will be designed to withstand periodic inundation. Such facilities are water related and therefore "excepted" from further floodplain management compliance procedures by Park Service guidelines. No facility improvements are proposed in areas of suspected flash-flood hazards.

Table 1: Estimated Development Costs
(1984 Dollars)

Project Type	Proposal	Cost	Phase
Lake Meredith			
Roads			
Fritch Fortress	Realign intersection (500 lin ft)	$ 25,000	1
McBride	Pave 2,500 lin ft	125,000	1
Plum Creek	Gravel 2 miles	300,000	1
Harbor Bay	Surface treat 2,500 lin ft	22,000	1
Bugbee	Improve ¼ mile	63,000	1
Boat ramps	Stabilize Sanford-Yake slope	5,000	1
Parking areas			
Sanford-Yake	Expand 4,500 sq yds	90,000	1
	Develop sidewalk (500 lin ft)	9,000	2
Cedar Canyon	Surface treat 5,000 sq yds	20,000	1
Fritch Fortress	10-car paved	15,000	1
	Obliterate 9,000 sq yds	63,000	1
Harbor Bay	Surface treat 6,000 sq yds	24,000	1
McBride	Pave 300 sq yds	6,000	1
Stilling Basin	Pave 6,500 sq yds	130,000	1
Picnic areas	Pave 6,000 lin ft road	150,000	1
	Rock or post barriers (4,000)	80,000	1
	Rehabilitate road-scarred areas	15,000	1

Campgrounds			
McBride	Up to 40 sites	32,000	3
	Roads	30,000	1
	Comfort stations	60,000	3
Plum Creek	Up to 40 sites	32,000	3
	Roads	30,000	1
	Comfort stations	60,000	3
	1 group site	5,000	3
Fishing piers	2 piers	12,000	3
Trails	Fisherman (5,000 lin ft)	10,000	3
Restrooms	10 comfort stations	750,000	2
Sanitary dump stations	3 dump stations	105,000	3
Sanford-Yake waterline	Install 4 in line (2.1 mi)	266,000	3
Fencing	2,000 lin ft security	40,000	3
	Net Total	$2,574,000	
	Gross Total*	$3,758,000	
Alibates			
Access road	Upgrade 3 mi to gravel surface	$ 600,000	1
Trailhead parking	10-car gravel	8,000	1
Contact station	Develop 1,200 sq ft station	162,000	2
	Utilities	120,000	2
Trails	Interpretive (4 mi)	32,000	2
	4 shelters	10,000	2
	Net Total	$ 932,000	
	Alibates Gross Total*	$1,360,000	

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*Gross construction costs include 46% of net construction costs for design, construction supervision, and contingencies.

AGENCIES AND INDIVIDUALS CONSULTED

AGENCIES

Copies of the draft Development Concept Plan/Road Classification Plan/Environmental Assessment (NPS 1984) were sent to the following agencies for review and comment:

- Advisory Council on Historic Preservation
- Department of Agriculture
  - Soil Conservation Service
- Department of Energy
- Department of the Interior
  - Bureau of Land Management
  - Bureau of Reclamation
  - Geological Survey
  - Fish and Wildlife Service
- Department of Transportation
  - Federal Highway Administration
- Environmental Protection Agency
- Federal Emergency Management Agency
- Texas Parks and Wildlife Commission
- Texas Historical Commission
- Texas State Clearinghouse
- Panhandle Regional Council of Governments
- Hutchison County
- Moore County
- Potter County
- Canadian River Municipal Water Authority

Pursuant to Section 106 of the National Historic Preservation Act and the programmatic memorandum of agreement, the National Park Service consulted with the state historic preservation officer and the Advisory Council on Historic Preservation in the preparation of this document.

PUBLIC PARTICIPATION

In June 1983, a planning workbook was sent out for public review. It presented management objectives and planning options for consideration. Although the response was light, the input was used in the preparation of the draft Development Concept Plan/Road Classification Plan/Environmental Assessment, which was also distributed for general public review and comment.

APPENDIXES

A: Legal Authority

B: Road System Evaluation

C: Handicap Accessibility Survey

APPENDIX A: LEGAL AUTHORITY

[CHAPTER 1183]

December 29, 1950
[H. R. 2733]
[Public Law 898]

AN ACT

To authorize the construction, operation, and maintenance by the Secretary of the Interior of the Canadian River reclamation project, Texas.

Canadian River reclamation project, Tex. Construction, etc., authority.

43 U. S. C. §§ 371-612; Sup. III, § 373a *et seq.*
Ante, pp. 11, 463.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That, for the purposes of irrigating land, delivering water for industrial and municipal use, controlling floods, providing recreation and fish and wildlife benefits, and controlling and catching silt, the Secretary of the Interior, acting pursuant to the Federal reclamation laws (Act of June 17, 1902, 32 Stat. 388, and Acts amendatory thereof or supplementary thereto), is authorized to construct, operate, and maintain the Canadian River reclamation project, Texas, described in the report of the Commissioner of Reclamation approved by the Secretary May 3, 1950, entitled "Plan for Development, Canadian River Project, Texas", Project Planning Report Number 5-12.22-1, at an estimated cost of $86,656,000, the impounding works whereof shall be located at a suitable site on the Canadian River in that area known as the Panhandle of Texas. In addition to the impounding works, the project shall include such main canals, pumping plants, distribution and drainage systems, and other works as are necessary to accomplish the purposes of this Act. The use by the project of waters arising in Ute and Pajarito Creeks, New Mexico, shall be only such use as does not conflict with use, present or potential, of such waters for beneficial consumptive purposes in New Mexico.

Nonreimbursable costs.

SEC. 2. (a) Notwithstanding any recommendations in the abovementioned report to the contrary, only the costs of construction allocable to flood control and, upon approval by the President of a suitable plan thereof, to the preservation and propagation of fish and wildlife, and operation and maintenance costs allocable to the same purposes, shall be nonreimbursable.

Restrictions.

(b) Actual construction of the project herein authorized shall not be commenced, and no construction contract awarded therefor, until (1) the Congress shall have consented to the interstate compact between the States of New Mexico, Oklahoma, and Texas agreed upon by the Canadian River Compact Commission at Santa Fe, New Mexico, December 6, 1950, in conformity with Public Law 491, Eighty-first Congress, and (2) repayment of that portion of the actual cost of constructing the project which is allocated to municipal and industrial water supply and of interest on the unamortized balance thereof at a rate (which rate shall be certified by the Secretary of the Treasury) equal to the average rate paid by the United States on its long-term loans outstanding at the time the repayment contract is negotiated minus the amount of such net revenues as may be derived from temporary water supply contracts or from other sources prior to the close of the repayment period, shall have been assured by a contract satisfactory to the Secretary, with one central repayment contract organization, the term of which shall not exceed fifty years from the date of completion of the municipal and industrial water supply features of the project as determined by the Secretary.

Ante, p. 93.

Repayment contract.

(c) The repayment contract shall provide, among other things, (1) that the holder thereof shall have a first right, to which right the rights of the holders of any other type of contract shall be subordinate, to a stated share or quantity of the project's available water supply for use by its constituent industrial and municipal water users during the repayment period and a permanent right to such share or quantity thereafter subject to payment of such costs as may be incurred by the United States in its operation and maintenance of any part of the project works; (2) that, subject to such rules and regulations as the Secretary may prescribe, the care, operation, and maintenance of such portions of the pipeline and related facilities as are used solely for delivering such water to the contract holder and its constituent organizations shall, as soon as is practicable after completion of the municipal and industrial water supply features of the project, pass to the contract holder or to an organization which is designated by it for that purpose and which is satisfactory to the Secretary; and (3) that title to such portions of the pipeline and related facilities shall in like manner pass to the contract holder or its designee or designees upon payment to the United States of all obligations arising under this Act or incurred in connection with the project.

Appropriation authorized.

SEC. 3. There are hereby authorized to be appropriated, out of any moneys in the Treasury not otherwise appropriated, such sums as may be required to carry out the purposes of this Act.

Approved December 29, 1950.

Contract No. 14-06-500-579

UNITED STATES DEPARTMENT OF THE INTERIOR

MEMORANDUM OF UNDERSTANDING AND AGREEMENT between the BUREAU OF RECLAMATION AND THE NATIONAL PARK SERVICE for the INVESTIGATION, PLANNING, AND DEVELOPMENT OF RECREATIONAL RESOURCES at SANFORD DAM AND RESERVOIR CANADIAN RIVER PROJECT, TEXAS

THIS MEMORANDUM OF UNDERSTANDING AND AGREEMENT is entered into this 26th day of June, 1961, between the BUREAU OF RECLAMATION, hereinafter referred to as the Bureau, represented by the Regional Director of Region 5, Amarillo, Texas, and the NATIONAL PARK SERVICE, hereinafter referred to as the Service, represented by the Regional Director of Region 3, Santa Fe, New Mexico, pursuant to agreement between the Bureau of Reclamation and the National Park Service, approved by the Under Secretary of the Interior on April 5, 1955, which governs the relations of the Service and the Bureau and the responsibilities of each in a cooperative program for the investigation, planning, development, and administration of recreational resources and facilities in the vicinity of Reclamation reservoirs.

WITNESSETH THAT:

WHEREAS, by Act of Congress approved December 29, 1950, the Secretary of the Interior was authorized to construct, operate, and maintain the Canadian River Project, Texas, under the Federal Reclamation laws, and

WHEREAS, the Canadian River Project includes the Sanford Dam and Reservoir, and involves investigation, planning, development, and administration of recreational resources and facilities at the Sanford Reservoir, and

WHEREAS, under a contract with the United States, the Canadian River Municipal Water Authority has agreed to operate and maintain without cost to the United States, the minimum basic recreational facilities to be provided at the Sanford Reservoir, and

WHEREAS, the Service, under agreements with the Bureau, has supplied preliminary plans and proposals for the development and administration of recreational facilities for Sanford Reservoir.

NOW, THEREFORE, the parties hereto agree with respect to the development of the recreational aspects of the Sanford Reservoir, as follows:

1. The Service will perform survey and studies and make a comprehensive overall master recreational development plan.

2. The Bureau will supply the Service with the field survey data and maps required by the Service for the preparation of the plans.

3. The Service will summarize its plans for recreational developments and facilities for the reservoir in a seperate report to be made available to the Bureau by June 30, 1962.

4. The Bureau, subject to the availability of funds, will advance funds to the Service, as soon as available in Fiscal Year 1962, in the amount of $8,000 to cover expense for preparation of a plan for recreational facilities. Expenditures from funds advanced may be made for negotiations, investigations, development plans, and for other items necessary to carry out the provisions of this agreement: PROVIDED HOWEVER, That no such funds shall be expended to cover the costs of the normal, usual, and continuing functions and duties of the Service.

5. The Service will submit an itemized statement of expenditures at the end of each fiscal year, and will, upon completion of all of its work and full execution of its responsibilities under this agreement, refund to the Bureau any unexpended funds.

6. THIS MEMORANDUM OF UNDERSTANDING AND AGREEMENT shall be effective from the day first above written, and may be amended at any time by mutual consent of the Regional Directors.

IN WITNESS WHEREOF, the parties hereto have caused this instrument to be executed as of the date first hereinabove indicated.

BUREAU OF RECLAMATION
By (Sgd) Leon W. Hill
Regional Director

NATIONAL PARK SERVICE
By
Acting Regional Director
Jerome C. Miller

Public Law 88-536
88th Congress, H. R. 8135
August 31, 1964

An Act

To provide for the establishment and administration of public recreational facilities at the Sanford Reservoir area, Canadian River project, Texas, and for other purposes.

Texas.
Sanford Reservoir area, recreational facilities.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Interior is hereby authorized to investigate, plan, construct, operate and maintain, or otherwise provide for basic public outdoor recreation facilities at the Sanford Reservoir area, Canadian Federal reclamation project, to acquire or otherwise include within the project area such adjacent lands or interests therein as are necessary for present or future public recreation use, and to provide for the public use and enjoyment of project lands, facilities, and water areas in a manner coordinated with other project purposes: *Provided*, That this Act shall not provide the Secretary with a basis for allocation to recreation of water, reservoir capacity, or joint project costs of the Canadian River project nor affect the priority for municipal use of water stored in Sanford Reservoir, or the priority of use for municipal purposes of the capacity of said reservoir. The Secretary is authorized to enter into agreements with Federal agencies or State or local public bodies for the operation, maintenance, or additional development of project lands or facilities, or to dispose of project lands or facilities to Federal agencies or State or local public bodies by lease, transfer, conveyance or exchange upon such terms and conditions as will best promote the development and operation of such lands or facilities in the public interest for recreation purposes. The cost of providing basic recreation facilities shall be nonreimbursable. In carrying out the aforesaid activities the Secretary shall take cognizance of the effect of the fish and wildlife plan approved by the President December 19, 1962, pursuant to the Act of December 29, 1950 (64 Stat. 1124) in providing facilities at the Canadian River project which have general recreation utility.

Operation, maintenance, etc.; agreements.

43 USC 600b, 600c.

Appropriation.

Sec. 2. There are authorized to be appropriated such amounts, but not more than $1,100,000, as may be necessary for the investigation, preparation of plans, construction and acquisition of lands authorized in this Act.

Approved August 31, 1964.

LEGISLATIVE HISTORY:

HOUSE REPORT No. 891 (Comm. on Interior & Insular Affairs).
SENATE REPORT No. 1461 (Comm. on Interior & Insular Affairs).
CONGRESSIONAL RECORD:
Vol. 109 (1963): Nov. 18, considered and passed House.
Vol. 110 (1964): Aug. 18, considered and passed Senate.

(2-24-65) Contract No. 14-06-500-1105

UNITED STATES
DEPARTMENT OF THE INTERIOR

BUREAU OF RECLAMATION
NATIONAL PARK SERVICE

MEMORANDUM OF AGREEMENT BETWEEN THE BUREAU OF RECLAMATION AND THE NATIONAL PARK SERVICE FOR ADMINISTRATION OF CERTAIN AREAS OF THE SANFORD RESERVOIR FOR PUBLIC RECREATIONAL USE - CANADIAN RIVER PROJECT, TEXAS

MEMORANDUM OF AGREEMENT, entered into this 15th day of March 1965, between the Bureau of Reclamation, Department of the Interior, herein called "Bureau," represented by the Regional Director, Region 5, Bureau of Reclamation, and the National Park Service, Department of the Interior, herein called "Service," represented by the Regional Director, Southwest Region, National Park Service.

EXPLANATORY STATEMENT

The Bureau is constructing Sanford Dam and Reservoir as a part of the Canadian River Reclamation Project, Texas, authorized by the Act of December 29, 1950 (64 Stat. 1124). The Secretary of the Interior has also been authorized to provide for basic public outdoor recreation facilities by the Act of August 31, 1964 (78 Stat. 744). This act specifically authorized the investigation, planning, construction, operation, and maintenance of recreation facilities as a project purpose on a nonreimbursable basis. The Service is preparing a master recreation plan for the reservoir area and will cooperate with the Bureau and other interested agencies in formulating a reservoir management plan. Such management plan will bring all uses into compatible relationship with the primary purposes for which the reservoir is being constructed. It is the desire of the parties that the Service assume primary responsibility for public recreational use of available land and water areas of the Canadian River Project. The Service will also function in accordance with authority granted to it under Public Law 633-79th Congress, Part (b), approved August 7, 1946 (60 Stat. 885).

AGREEMENT

The parties hereto agree that the following principles shall govern the administration, planning, development, and use of lands and facilities for recreational purposes at Sanford Reservoir.

(3-3-65)

1. The Service will prepare detailed plans for development and administration of public outdoor recreational use facilities and will establish policies, rules, and regulations relating to public outdoor recreational use and occupancy of lands and water areas available for such use. All general development plans and significant changes or revisions thereof will be forwarded for review by the Bureau to assure that said plans will not interfere with the primary purposes of the project. Bureau shall construct, or contract for the construction of, minimum basic recreational facilities authorized by the Act of December 29, 1950, and basic public outdoor recreation facilities authorized by the Act of August 31, 1964. Any additional authorized construction and development shall be performed by the Service.

2. For purposes of operation and management, the Sanford Reservoir area is divided into two segments as indicated on Exhibit A, attached hereto and by this reference made a part hereof. The two areas are: (1) land and water areas needed exclusively for construction, operation, and maintenance activities of the Bureau; and (2) land and water areas to be administered for public outdoor recreational use and for fish and wildlife purposes. Subject to leases which may be issued as proposed in Article 5 hereof and subject to outstanding oil and gas leases and the rights associated with those interests, Service will administer the land and water areas comprising the second group. The Service will provide such visitor services as may be desirable for the land and water areas it administers and will control and administer recreational use thereof by the public. In such administration, the Service will cooperate with other Federal and State agencies and will conform its management plans to those indicated for the remainder of the project area. Annual reports of public use for recreation will be furnished the Bureau.

3. All public outdoor recreational and fish and wildlife facilities and activities shall be planned and constructed so as not to interfere with any Bureau construction, reconstruction, operation and maintenance, rehabilitation, soil and moisture conservation, or any other responsibility of the Bureau. However, the Bureau will cooperate with the Service by coordinating its construction and operation of the Canadian River Project with recreational development and administration of the project area. No recreational use of Canadian River Project areas shall be permitted which is inconsistent with the laws of the State of Texas for the protection of fish and game and the protection of the public health, safety, and welfare. The Service, after consultation with the Texas Parks and Wildlife Department, may issue regulations designating zones where and establishing periods when no hunting, fishing, or trapping shall be permitted for reasons of public safety, administration, or public use and enjoyment.

(3-3-65)

4. In the event the Service should conclude that it is desirable to permit grazing on any of the project lands to be managed by it under the terms of this agreement, the Service after consultation with the Texas Parks and Wildlife Department, shall notify Bureau of its recommendation, including a designation of the land to be leased, and the term and consideration proposed. Upon approval of the plan by the Bureau, Service will negotiate the grazing leases and be responsible for continued administration of the leases. Under no circumstances shall any leases be considered which will interfere in any manner with management of the areas needed for operation and maintenance of the project under supervision of the Bureau.

5. In the event the Bureau proposes the issuance of oil and gas leases or other mineral leases on any of the lands in and adjacent to the Sanford Reservoir, the Bureau shall consult with the Service on such proposal to issue such leases or accept applications, and the Service shall submit its recommendations on such proposal based upon anticipated interference with recreation facilities and use. In the event the Service concludes that such interference would result, the Bureau shall withhold issuance of oil and gas leases. Land and interests in lands for the Canadian River Project reservoir and the adjacent lands have been acquired subject to outstanding oil and gas leases and other mineral leases, with limited subordination in some cases. Activities proposed hereunder are subject to limitation by those outstanding rights.

6. Based on reports prepared annually by the Service, revenues received from fees and charges paid by the public for use of facilities in the reservoir area shall be disposed of in accordance with applicable law.

7. This agreement shall become effective upon execution by each of the parties hereto and shall remain in force as written unless the parties hereto do mutually agree to its modification or termination, or unless termination is directed by the Secretary of the Interior, or until enactment by the Congress of legislation terminating or superseding it. However, fulfillment of the undertakings expressed in this agreement is contingent upon the appropriation of funds for these purposes.

(2-24-65)

IN WITNESS WHEREOF, the parties have executed this memorandum of agreement as of the day and year first hereinabove written.

BUREAU OF RECLAMATION

By /S/ Leon W. Hill
Regional Director, Region 5

NATIONAL PARK SERVICE

By /S/ Daniel B. Beard
Regional Director
Southwest Region

CONCURRED:

BUREAU OF SPORT FISHERIES
AND WILDLIFE

By /S/ John C. Gatlin
Regional Director
Southwest Region

CANADIAN RIVER MUNICIPAL
WATER AUTHORITY

By /S/ George W. Finger
President

ATTEST:

/S/ Doris Alexander
Secretary

(SEAL)

(FST040865) Contract No. 14-06-500-1116

UNITED STATES DEPARTMENT OF THE INTERIOR

MEMORANDUM OF UNDERSTANDING AND AGREEMENT between the BUREAU OF RECLAMATION AND THE NATIONAL PARK SERVICE RELATING TO IMMEDIATE ASSUMPTION BY NATIONAL PARK SERVICE OF THE ADMINISTRATION OF PUBLIC USE AREAS

CANADIAN RIVER PROJECT, TEXAS

THIS MEMORANDUM OF UNDERSTANDING AND AGREEMENT is entered into this 12th day of April, 1965, between the BUREAU OF RECLAMATION, hereinafter referred to as "Bureau", represented by the Regional Director, Amarillo, Texas, and the NATIONAL PARK SERVICE, hereinafter referred to as "Service", represented by the Regional Director, Southwest Region, Santa Fe, New Mexico, pursuant to the Act of Congress of June 30, 1932 (47 Stat. 382, 417; 31 U.S.C. 686), commonly known as the "Economy Act", and pursuant to the agreement by the Bureau and the Service approved by the Under Secretary of the Interior on April 5, 1955, governing the relation between the Bureau and the Service in cooperative programs for the investigation, planning, development, and administration of the recreation resources and facilities in the vicinity of Bureau of Reclamation reservoirs.

WITNESSETH THAT:

The Service is equipped and staffed to accomplish the administration of public use areas for recreational purposes at reservoirs constructed by the Bureau of Reclamation for multiple purposes; and

Service and Bureau have reached agreement concerning the administration, planning, development, and use of lands and facilities for recreational purposes at Sanford Reservoir under that certain Memorandum of Agreement entered into on March 15, 1965 (Contract No. 14-06-500-1105); Provided, however, said Memorandum of Agreement contemplates the undertaking, by Service of certain administrative functions upon appropriation by the Congress of funds therefor, and, inasmuch as certain recreational use facilities are already constructed at Sanford Reservoir it is necessary that certain maintenance functions for such areas be provided for immediately.

(FST040865)

NOW, THEREFORE, the parties hereto agree as follows:

1. Immediately upon execution of this Memorandum of Agreement, Bureau will advance to Service the sum of Fifteen Thousand ($15,000) Dollars. Such sum shall be utilized to provide for the administration and maintenance of public use areas on Sanford Reservoir through June 30, 1965. Such administration and maintenance by Service shall begin as soon as possible after execution of this agreement. In no event shall such sum be utilized for the costs of previously budgeted, normal, usual, and continuing functions and duties of the Service.

2. At the end of fiscal year 1965, Service shall submit an itemized statement of the cost of rendering such service through June 30, 1965, to Bureau, and as soon as possible after the end of the fiscal year, Service shall refund to Bureau any amount remaining unexpended, or the parties shall otherwise adjust payment by Bureau to actual cost of the services.

3. This Memorandum of Understanding and Agreement shall become effective upon execution by each of the parties and shall remain effective until completion of the adjustment of costs at the end of fiscal year 1965.

IN WITNESS WHEREOF, the parties hereto have caused this instrument to be executed as of the date first hereinabove written.

BUREAU OF RECLAMATION

BY /S/ Leon W. Hill
Regional Director, Region 5

NATIONAL PARK SERVICE

BY /S/ George W. Miller
Acting Regional Director, Southwest Region

OCT 15 1965

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
REGIONAL OFFICE - REGION 5
P. O. BOX 1609
AMARILLO, TEXAS 79105

IN REPLY REFER TO: 5-420

OCT 14 1965

To: Regional Director, National Park Service, Southwest Region, Santa Fe, New Mexico

From: Regional Director

Subject: Operation and management of additional segments of land under Memorandum of Agreement dated March 15, 1965 (Contract No. 14-06-500-1105)--Canadian River Project, Texas

In accordance with verbal discussions, the Bureau of Reclamation hereby assigns to the National Park Service the responsibility for administration of public use of a segment of the land located in Area 1 at Lake Meredith as described in the March 15 Memorandum of Agreement and identified on Exhibit A. The segment of land assigned hereunder is identified on the enclosed plat. It shall be operated and managed by the National Park Service in the same manner as lands comprising Area 2 and shall be subject to all conditions and provisions of the March 15 memorandum applicable to lands administered by the National Park Service.

This transfer shall be effective upon approval of this letter by you. Please return one copy with your approval noted.

[sgd] Leon W. Hill]

In triplicate

Enclosure

Approved and accepted this

25 day of October 1965

\S\
Daniel B. Beard, Regional Director
National Park Service

CONCURRED:

/S/ George W. Finger
President, Canadian River Municipal
Water Authority

cc:
Superintendent, Sanford Recreation Area, Sanford, Texas
(w/c enclosure)

(FST100465)

Contract No. 14-06-500-1198

UNITED STATES DEPARTMENT OF THE INTERIOR

MEMORANDUM OF UNDERSTANDING AND AGREEMENT

Between the

BUREAU OF RECLAMATION

and the

NATIONAL PARK SERVICE

For the Investigation, Planning, and Development of Recreational
Resources and Facilities at Lake Meredith (Sanford Dam),
Canadian River Project, Texas

THIS MEMORANDUM OF UNDERSTANDING AND AGREEMENT is entered into this 2 day of December, 1965, between the BUREAU OF RECLAMATION, hereinafter referred to as the Bureau, represented by the Regional Director, Region 5, Amarillo, Texas, and the NATIONAL PARK SERVICE, hereinafter referred to as the Service, represented by the Chief of Western Office, Design and Construction, San Francisco, California, pursuant to agreement between the Bureau of Reclamation and the National Park Service, approved by the Under Secretary of the Interior on April 5, 1955, which governs the relations of the Service and the Bureau and the responsibilities of each in a cooperative program for the investigation, planning, development, and administration of recreational resources and facilities in the vicinity of Reclamation reservoirs.

WITNESSETH THAT:

WHEREAS, by Act of Congress approved December 29, 1950, the Secretary of the Interior was authorized to construct, operate, and maintain the Canadian River Project, Texas, under the Federal Reclamation laws for purposes which include providing recreation and fish and wildlife benefits; and

WHEREAS, the Canadian River Project includes the Sanford Dam and Lake Meredith, and investigation, planning, development, and administration of recreational resources and facilities at Lake Meredith are necessary for performing project objectives; and

WHEREAS, under a contract among the Bureau, the Canadian River Municipal Water Authority, and the Service, the Service has agreed to operate and maintain the recreational facilities to be provided at Lake Meredith; and

WHEREAS, the Service, under agreements with the Bureau, has supplied preliminary plans and proposals for the development and administration of recreational facilities for Lake Meredith; and

WHEREAS, Public Law 88-536 approved August 31, 1964, (78 Stat. 744) authorized an appropriation of not more than $1,100,000 to provide basic public outdoor recreational facilities, and the Service is equipped and qualified to conduct studies and investigations prerequisite to constructing desired facilities.

NOW, THEREFORE, the parties hereto agree with respect to the development of recreational facilities at Lake Meredith, as follows:

1. The Bureau will supply the Service with available field survey data and maps as requested by the Service.

2. The Service will:

a. Perform the necessary survey, and studies therefor, and prepare master recreational development plans for Lake Meredith.

b. Investigate domestic water sources for serving principal recreation areas. Prepare plans and cost estimates on recommended sources.

c. Investigate sewage disposal. Prepare plans and cost estimates on recommended plan.

d. Prepare preliminary recreation use layout for Fritch Fortress, Sanford-Yake overlook, parking expansion and picnic area, and Cedar Canyon marina access, parking, and ramp. Plans will include the suggested location of utility lines and will be available to the Bureau by November 1, 1965.

(FCT100465)

e. Provide plans and specifications for comfort stations, shelters, picnic tables, stoves, and garbage receptacles.

f. Negotiate with local utilities companies for electric, gas, and telephone services, including rates.

g. Provide consultant landscape architectural services during design and construction phases of projects.

3. The Service will submit its plans for recreational developments and facilities for Lake Meredith in a separate report to be delivered to the Bureau on completion, in no event, however, to be later than June 30, 1968.

4. The Bureau, subject to the availability of funds, will reimburse the Service for expenses incurred in accomplishing the obligations assumed in Articles 2 and 3 hereof. Expenditures may be made for negotiations, investigations, development plans, and for other items necessary to carry out the provisions of this agreement: PROVIDED, HOWEVER, That no such funds shall be expended to cover the costs of the normal, usual, and continuing functions and duties of the Service, and PROVIDED FURTHER, that in no event shall reimbursable expenditures incurred exceed $50,000.00. The Service will submit an itemized statement of reimbursable expenditures incurred periodically, but not more often than monthly.

5. THIS MEMORANDUM OF UNDERSTANDING AND AGREEMENT shall be effective as of the day of this agreement, and may be amended at any time by mutual consent of the agency representatives.

IN WITNESS WHEREOF, the parties hereto have caused this instrument to be executed as of the date first hereinabove indicated.

BUREAU OF RECLAMATION

By /sgd/ Leon W. Hill
Regional Director, Region 5
Amarillo, Texas

NATIONAL PARK SERVICE

By Sanford Hill
Chief, Western Office
Design and Construction

2. Alibates Flint Quarries and Texas Panhandle Pueblo Culture

An Act to authorize the establishment of the Alibates Flint Quarries and Texas Panhandle Pueblo Culture National Monument. (79 Stat. 587)

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled. That the Secretary of the Interior may designate, acquire and administer as a national monument lands and interests in lands comprising the Alibates Flint Quarries and the Texas Panhandle Pueblo Culture sites, together with any structures and improvements thereon, located in and around Potter County, Texas.

Sec. 2. (a) The property acquired under the provisions of the first section of this Act shall be set aside as a national monument for the benefit and enjoyment of the people of the United States and shall be designated as the Alibates Flint Quarries and Texas Panhandle Pueblo Culture National Monument. The Secretary of the Interior shall administer, protect, and develop such monument, subject to the provisions of the Act entitled "An Act to establish a National Park Service, and for other purposes", approved August 25, 1916, as amended and supplemented, and the Act entitled "An Act to provide for the preservation of historic American sites, buildings, objects, and antiquities of national significance, and for other purposes", approved August 21, 1935, as amended.

(b) In order to provide for the proper development and maintenance of such national monuments, the Secretary of the Interior is authorized to construct and maintain therein such markers, buildings, and other improvements, and such facilities for the care and accommodation of visitors, as he may deem necessary.

Sec. 3. There is hereby authorized to be appropriated not to exceed $5,000 for the acquisition of land and not to exceed $260,000 for the development of the area.

Approved August 31, 1965.

Legislative History

House Report No 148 (Committee on Interior and Insular Affairs).
Senate Report No 581 (Committee on Interior and Insular Affairs).
Congressional Record, Vol. 111 (1965):
  Apr. 5: Considered and passed House.
  Aug 16: Considered and passed Senate, amended.
  Aug. 17: House concurred in Senate amendment.

APPENDIX B: ROAD SYSTEM EVALUATION

This appendix contains the definitions of the classifications, general design guidelines, and a map and table, which comprises the recommendations of this appendix. Table 2 depicts each road's existing conditions, functional classification, and prescribed design criteria. The design criteria are derived from the 1984 "Park Road Standards."

The five classification levels are defined as follows:

Class I: Principal Park Road. Roads that constitute the main access route, circulatory tour, or thoroughfare for park visitors (no roads within Lake Meredith Recreation Area fall into this classification; state and county highways provide this function).

Class II: Connector Park Road. Roads that provide access within a park to areas of scenic, scientific, recreational, or cultural interest, such as overlooks and campgrounds.

Class III: Special Purpose Park Road. Roads that provide circulation within public use areas, such as campgrounds, picnic areas, visitor center complexes, and concessioner facilities. These roads generally serve low-speed traffic and are often designed for one-way circulation.

Class IV: Primitive Park Road. Roads that provide circulation through remote areas and/or access to primitive campgrounds and undeveloped areas. These roads frequently have no minimum design standards, and their use may be limited to specially equipped vehicles (due to time, funding, and inadequate data constraints, these roads were not evaluated in this study).

Class V: Administrative Access Road. All public roads intended generally for nonpublic access to administrative developments or structures such as park offices, employee quarters, or utility areas.

Class VI: Restricted Road. All roads normally closed to the public, including patrol roads, truck trails, and other similar roads (none of the classified roads at Lake Meredith fall into this category).

GENERAL DESIGN GUIDELINES

In addition to the design criteria presented in table 2, a number of other factors should be considered during the design and reconstruction of Lake Meredith's road system. To ensure an aesthetically pleasing road, it should lie lightly upon the land utilizing natural support wherever possible. Heavy cuts and fills should be avoided. Retaining walls can reduce the height and extent of cut-and-fill slopes. Moreover, they should be constructed using native stone to present a natural appearance. The roadway should be of the highest design quality in terms of blending the traveled surface, shoulders, and ditches into the surrounding environment. Wherever appropriate, the color of materials used in road construction should be chosen to harmonize with the general character of the landscape. Material used for periodic road repair should be the same color as that used during construction. Cut-and-fill slopes should be rounded and warped at the ends for transition, and properly seeded, fertilized, and mulched for early recovery and to control erosion. Shoulders on major roads should be turfed in all instances.

Borrow pits that must be created in the park should be hidden or located in washes or other places where natural factors would eradicate the scar. Wherever a road is relocated, materials of the old roadbed may be used, provided it is revegetated to restore a natural appearance.

In order to phase out the continuation of backcountry utility line maintenance/access and associated scars, the burial of utilities within the rights-of-way of major road projects should be done wherever practicable.

Guardrails or guardwalks should only be installed at points of unusual danger. The criteria for high-speed, high-volume highways do not apply to the low-speed, relatively low-volume traffic conditions of Lake Meredith. The use of guiderails, guidewalls, or guideposts should be used sparingly and guideposts used only to warn of nonobvious roadside hazards or to prevent driving off the road in visitor use areas.

Roadside signing, whether regulatory, informational, or interpretive should enhance, not detract, from the visitor experience. Information conveyed should be clear and unambiguous. Signs should be placed in locations conducive to visitor comprehension and decision making, and must conform to the National Park Service Sign System Plan. Graphic symbols should be sized and designed for visual comprehension from moving vehicles.

A survey for cultural resources should be completed on impacted areas of major road projects. If the impact is to occur in the area of a known archeological site, the site should be reassessed by a professional archeologist in consultation with the Texas Historical Commission.

Table 2: Road Classification

		Existing Conditions					Classification	Proposed Design Criteria				
Route No./ Section		Length (mi.)	Average Daily Traffic	Traveled Surface Width (ft)	Road Surface	General Condition		Design Speed (mph)	Traveled Surface Width (ft)	Shoulder Width (ft)	Surface Type	Comments
10(1)	Sanford-Yake	1.0	800	22	Asphalt paved	Very good	II	35	22	2	Asphalt paved	Resurfaced recently
(2)	S-Y Picnic Area	0.7	UK	22	Asphalt paved	Very good	III	25	20	1	Asphalt paved	Pave dirt roads in picnic area
11	CMRWA HQ	1.0	UK	22	Asphalt treatment	Good	II/V	30	22	2	Asphalt paved/ treatment	Resurface only 0.3 mile
100	Fritch Fortress	1.3	360	22+	Asphalt treatment	Fair	II	25	22	2	Asphalt paved	Realign overlook intersection
101	Blue West	1.4	180	22+	Asphalt treatment	Good	II	35	22	2	Asphalt paved	
102	Plum Creek	1.8	50	22+	Asphalt treatment	Good	II	35	22	2	Asphalt paved	
103	Bates Canyon	0.9	UK	22+	Asphalt treatment	Fair	II	35	22	2	Asphalt paved	
104	Harbor Bay	0.6	360	18-20	Gravel	Fair	II	25	20	1	Asphalt treatment	Below conservat pool level
105	Rosita ORV	2.0	UK	16-20	Dirt	Fair	III	NA	NA	NA	Dirt	No improvement recommended
200	Fritch Fortress Overlook	0.3	UK	22+	Asphalt treatment	Fair	II	25	22	2	Asphalt paved	
201	Cedar Canyon	0.5	250	22	Asphalt paved	Very good	II	30	22	2	Asphalt paved	Resurfaced recently
202	South Viewpoint	0.2	UK	22+	Asphalt treatment	Very good	II	25	22	2	Asphalt paved	
203	Stilling Basin	1.4	250	22	Asphalt treatment	Very good	II	30	22	2	Asphalt paved	
204	North Viewpoint	0.3	95	22	Asphalt treatment	Good	II	25	22	2	Asphalt paved	
205	Blue West Picnic Area	0.7	UK	22	Asphalt treatment	Good	III	25	20	1	Asphalt paved	Pave dirt roads picnic area
207	Bugbee	0.3	140	18-20	Gravel	Fair	II	20	20	1	Asphalt treatment	
209	Plum Creek Ranch	2.0	UK	16-20	Dirt	Fair/poor	II	20	18	1	Gravel	Minimum improve recommended
211	Blue Creek Bridge	0.8	40	16-20	Dirt	Fair	III	NA	NA	NA	Dirt	No improvement recommended
212(1)	McBride	0.5	UK	16-20	Dirt	Fair	II	25	20	1	Paved	Improve campgr roads also
212(2)	Mullinaw	2.7	UK	16-20	Dirt	Fair	II	NA	NA	NA	Dirt	No improvement recommended
214	Alibates	3.0	UK	16-20	Dirt	Fair	II	25	18	1	Gravel	Some realignment necessary

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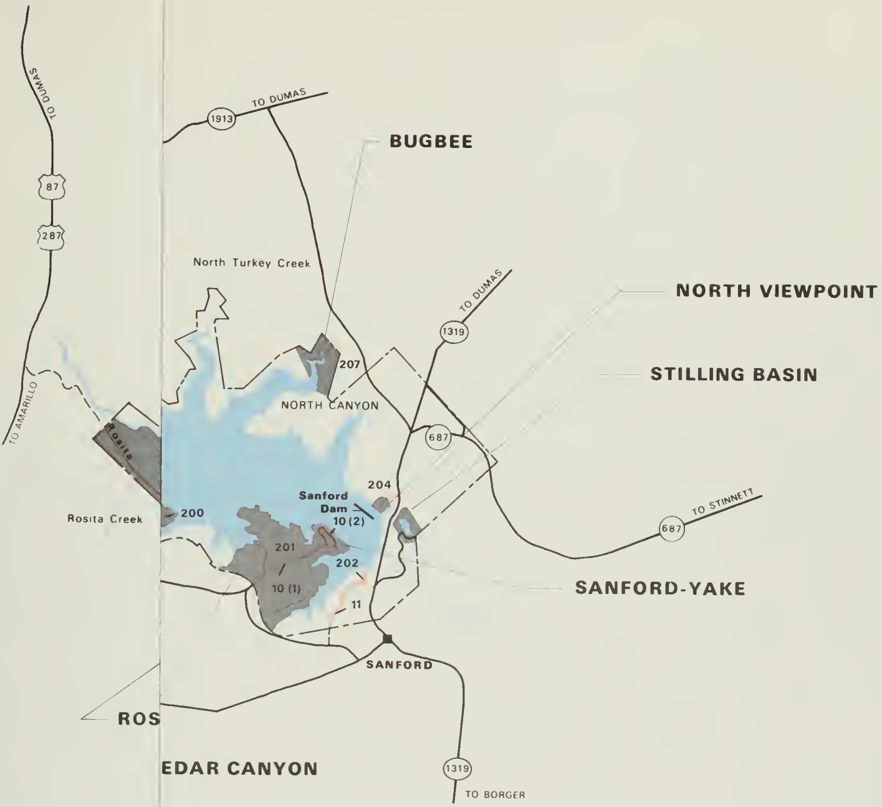
Notes:

Average daily traffic estimated from park traffic counts for 1982.

UK = Unknown.
NA = Not Applicable.

Route numbers were taken from the Federal Highway Administration's Road Inspection/Inventory Program report for Lake Meredith. This table includes only roads subject to significant visitor/administrative use. In addition, there are over 100 miles of unclassified dirt roads that are used for oil and gas traffic, ranch access, NPS patrol, hunting, and other occasional visitor or administrative uses. No improvements are recommended for these roads. Other actions, such as road closures, must await further research on outstanding oil and gas rights in the recreation area and national monument.



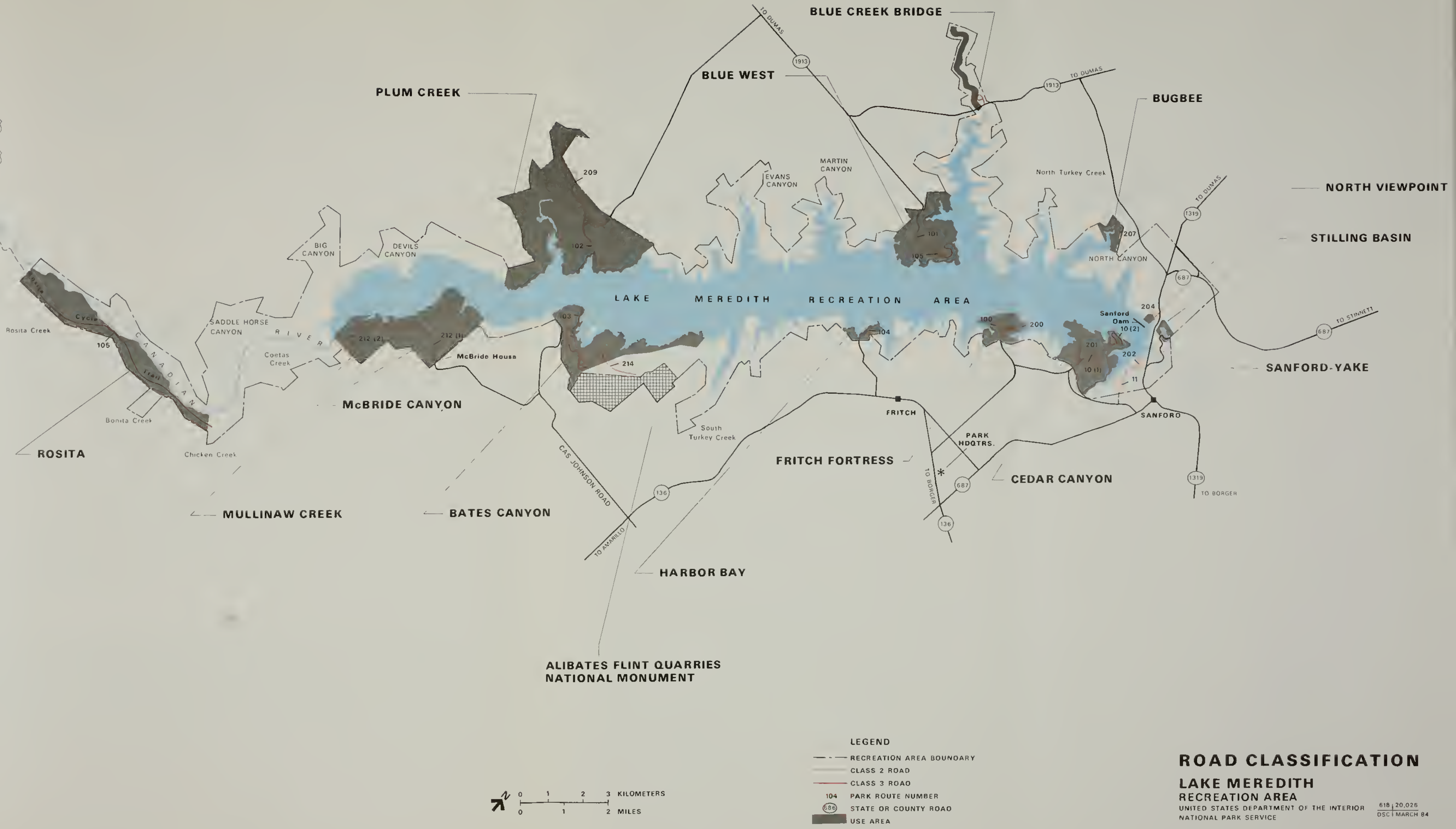
ROAD CLASSIFICATION

LAKE MEREDITH

RECREATION AREA

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

618 | 20,026
DSC | MARCH 84



ROAD CLASSIFICATION

LAKE MEREDITH RECREATION AREA

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NATIONAL PARK SERVICE

618 | 20,026
DSC | MARCH 84

APPENDIX C: HANDICAP ACCESSIBILITY SURVEY

LAKE MEREDITH RA AND ALIBATES FLINT QUARRIES NM

DON GOLDMAN

February 22 and 23, 1984

Because of my limited familiarity with the park I could not always judge the feasibility of my recommendations. What I have done, then, is to recommend what seems to be best from the standpoint of handicapped accessibility (as, for example, where I have suggested eliminating one toilet in a restroom in order to provide an accessible stall). The superintendent and DSC will consider the other relevant factors (the visitor demand on the restroom, in this example) to determine the practicality of my recommendations. I have also assumed that all future facilities will be constructed with accessibility as a planning consideration.

In considering the needs of physically handicapped visitors, the spacial and movement requirements of a wheelchair have been my standard. The assumption is that if a wheelchair can enter and circulate in a place, those with other physical problems can too.

Finally, I have made recommendations on the Sanford-Yake marina. Again, these are based soley on the accessibility issue. Any implementation depends on the concessioner's willingness, or on future contract stipulations.

The following are my observations on handicapped accessibility matters in the park, and some suggestions.

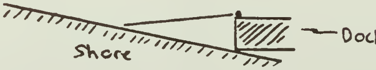
Sanford-Yake

1. Marina. A floating facility presents the dual problem of keeping contact with the land as the water level changes, and having to be internally flexible to accommodate to water movements. Although the S-Y marina can never be ideally accessible, there are some rough spots that could be improved.

For example. The gangway to the marina consists of three sections, with the central one much lower than the others. They are connected by hinged metal plates that, because of their shortness, are quite steep. A wheelchair could negotiate them only with help; a person on crutches, an amputee, etc. might not be able to pass at all, especially when the plates are wet. Tripling their length would decrease the slope enough to greatly ease the way.

The lunch room has tables with low backless stools fixed to the floor. All spaces at the tables are taken, so a wheelchair can't pull in. Also, many old people and those with a variety of back problems are unable to use chairs without back support. This would be helped by removing a few of the stools and replacing them with simple chairs that could themselves be used, or could be removed to make space for a wheelchair. Additionally, the door has a very heavy pull; it would be impossible for many handicapped and old people to open it.

2. Courtesy dock. On the landward end there is a 6" step. This can be corrected by installing a hinged flap that will adjust to the dock's movements and can easily be folded back when the dock must be moved.



3. Parking. Because the lower parking area is steeply sloping and the upper one is far away and up a steep hill, the marina and launching ramp/courtesy dock are virtually off limits for any disabled person driving his vehicle. There is adequate room (at least at current lake level) between the marina gangplank and the courtesy dock to level the ground for two handicapped parking spaces. If possible, they should also accommodate boat trailers. If the indicated spot is not adequate, anywhere in the lower area, properly leveled, will suffice.

4. Picnic area. It is important that the restroom be accessible to wheelchairs. Although it was locked and I could not enter it, I understand it to be identical to the one at Fritch Fortress, and can be altered in the same way as described below.

Many of the picnic sites are easily reached by car and the topography makes the shelters quite accessible. The only drawback is that a wheelchair can't pull under the table for comfortable eating. This can be corrected by removing the table-top planks and by replacing them with planks 18"-24" longer. All the additional length should be on one end, providing an overhang that a wheelchair person can pull under, using either side or the end.

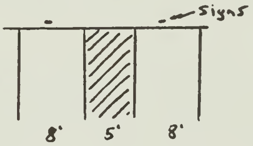
Cedar Canyon

1. Launching ramp restroom. The present restroom, located in a mobile structure, is being replaced by a new one now under construction. It is supposed to be built to accessible standards, and for the most part is, but there are a few minor problems. Toilet grab bars should always be spaced exactly 1-1/2" from the wall (wall to nearest edge of bar). A closer fit would impede large hands from getting a good grip; further then 1-1/2" a person, losing his grip, could plunge his arm down between the wall and bar.

This could cause entrapment and serious injury. These bars measure about 1-3/4", not enough to worry about, but bad enough to correct if it can be done easily.

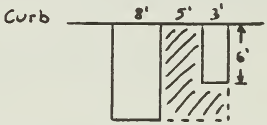
Stall partitions have not been installed yet, but the blueprints show their locations to be correct. The sink has a push button faucet that is adequate, provided that it will react to a soft push. Also, the trap is possibly in a location that would cause knee contact, and if so should be re-plumbed. (At present the floor is not installed, so close inspection was not possible, nor was it possible for me to judge what the final space will be.)

One or two handicapped parking spaces should be provided at the foot of the path to the restroom. Each space should be 8' wide and there should be an additional 5' wide loading aisle, which should be striped or have barriers to prevent its use for parking. Two handicapped parking spaces can share one loading aisle. Each space should have a handicapped parking sign.



The path to the restroom (which is not yet delineated at this date) should be designed to have a slope not exceeding 1:20.

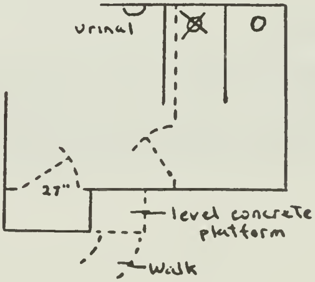
2. Ranger station. The best place for a parking space is directly in front of the entrance. Bring a ramp straight off the 6" curb, extending about 6' (1:12). Wrap the 5' wide, striped loading aisle around it, with the 8' wide parking space beyond.



The building has two single-user restrooms. The toilet is correctly situated, and lacks only bars on the side and rear walls. The double sinks are not designed for wheelchair users, and should be replaced by a single accessible one. The present sink comes to 44" from the toilet wall; the replacement sink should be 60" away. Only one room need be converted, and would be labeled on the door with the two figure restroom symbol and the wheelchair logo; the other would have only the two figure symbol.

Fritch Fortress

1. Picnic area restroom. There are two ways to modify the building for chairs. One is to keep both toilets, widen the corner stall and extend it across the room (as illustrated below under headquarters men's restroom). The other - and preferred one - is to eliminate one toilet and combine the two stalls in one large stall (as shown). It is my understanding that the volume of use at this facility is light enough to make this feasible, i.e.



that one toilet and one urinal would suffice. (The women's would be treated the same, losing one of the three toilets.) As shown, the partition next to the urinal would be moved away a few inches to provide more space at the urinal, and would be extended across the room with a 32" door hung at the far end. The bench would be removed.

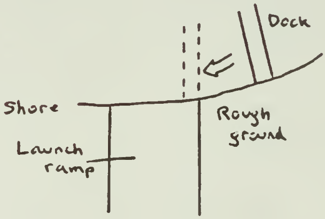
The entrance door provides only a 27" clear opening, but the framing will allow the installation of a 32" door. Also, to avoid having a wheelchair need to wheel around the arc of the opening door, the door should be rehung with the hinges toward the corner.

Extend the concrete apron in front of the door 4'-5' out to provide a level platform from which to approach and open the door. The walk will be graded and surfaced to the parking lot. Depending on the traffic, a handicapped parking space is probably unnecessary.

2. Courtesy dock. The dock is against the steep bluff leading up to the parking lot, a particularly difficult location for many disabled people. Access to the dock is by a steep gangway and path. A more convenient location (water depth permitting) would be on the opposite side of the launching ramp, at the base of the ramp. It would be out of boat traffic and would provide access to and from the ramp directly. A disabled person's vehicle could discharge and retrieve him there at the bottom of the ramp.

Blue West

The courtesy dock is located well to the side of the launching ramp, so that its approach is over rough ground. By swinging it over several yards it could touch ground at the right side of the ramp, providing a much easier access. As the lake level rises or falls the dock could simply move up or down the ramp.



Bugbee

Because Bugbee is one of the relatively few low-relief shores it would be a good place to make special provisions for handicapped visitors. At a suitable locatio a several space reserved parking area could be provided, with a surfaced walk providing access to the water's edge. The walk would provide access as the lake rises and falls. To accommodate large changes in water level, two such facilitie could be built at different elevations along the beach. At any such place where special handicap facilities are provided, it is advisable to also have accessible restrooms. (See note below on portable accessible restrooms.)

Spring Canyon

From the standpoint of the handicapped visitor, no less than any other, the swimming area is a marvelous resource.

One or two reserved parking spaces should be provided at the nearest point to the beach, probably at a spot close to the "Beach Regulations" sign. From that point a 5' wide surfaced path should lead to the water. An accessible portable restroom would be necessary.

Harbor Bay

1. Fishing dock. The fishing dock, which could be a very useful facility for handicapped people, is very inaccessbile at this water level at this location. Across the bay (approximately at the point where the entrance road first approaches the water) there is a flat shelving beach that seems to be a better location.

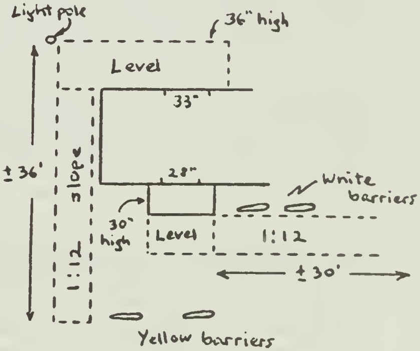
2. Courtesy dock. The dock is slewed off to one side of the launch ramp, making the gangway steep. Placing it at the edge of the concrete ramp and extending it straight out would make it more accessible.

Alibates

1. Contact station. Whether or not the existing structure should be made accessible depends on two factors:

- First, how long will it be before the trailer is replaced by a permanent structure? If it seems likely to be more than 3 years, we should modify the trailer.

- Second, how important a part of the visit is it to get inside? If the flint chipping demonstration can be moved outside and if the material on the exhibit panels can be reproduced in a scrapbook format, entry may not be essential.



If accessibility is deemed necessary, there are two ways to accomplish it:

- The rear door has a 33" width so needs no improvement. A level platform built at the 36" high level of the doorway would extend beyond the corner of the trailer almost to the lightpole. From there a ramp sloping at 1:12 would run along the side of the trailer out approximately to the yellow barriers.

- The front door has only 28" so would have to be enlarged. The porch, which is 30" high, would be extended several feet to provide a level platform from which to turn onto a ramp that would turn 90 degrees and run about 30" across the existing parking spaces. The white barriers would be moved to the other side of the ramp.

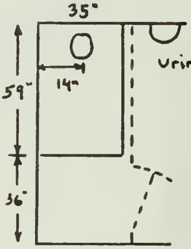
2. Quarry. It is undecided where the new VC* will be. Nevertheless, the chance to personally see the flint outcrops and hear interpretive talks on site is so valuable that we ought to assure that handicapped visitors have the opportunity. If the VC is located on the quarry ridge (as in the older proposal) a surfaced path should be provided from the VC to one of the quarry sites. If the VC is built at the base of the hill, access by road should be assured by the planned purchase of private ranch land and by easement for any stretch not included. The road should terminate, as it now does, on the ridge, with a small parking area for NPS and handicapped service only. Handicapped visitors could drive their own vehicles to the top or be taken there in a park vehicle, depending on park policy. A surfaced path would connect the parking area to a quarry. If possible, the path should not exceed 150 meters.

Headquarters

1. Men's restroom. The most severe barrier is the unusually heavy return mechanism on the door. It must either be adjusted or replaced.

The single stall was fitted with bars, but unfortunately they are very deficient. Most importantly, they are 2-1/2" from the wall, one inch more than the correct spacing. Also, the bars should have a diameter of 1-1/4" to 1-1/2"; these are 1".

The stall is less than the minimum required width of 36", and is too short for the door to close behind a wheelchair for privacy (it should be at least 66"). There are two alternatives for this room:



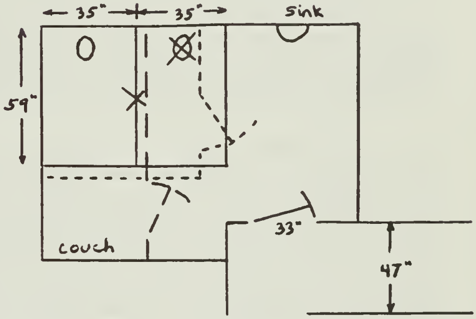
- The preferred one, if the level of use permits, is to remove the existing stall partitions and convert the room to a one-person-at-a-time restroom. All that would be needed are bars on the walls beside and behind the toilet.

- If that isn't feasible, the stall can be modified as in the drawing. Replace the partition with one 1" closer to the urinal, extending across the room with an outward swinging 32" door. Put bars on both sides.

* Note: VC = trailhead parking area

The toilet is located too close to the hard wall (it is 14" on center, should be 18"), but I recognize that it would probably be prohibitively difficult to move it.

2. Women's restroom. This room has the same unsuitable bars as the men's, but it also has another problem. Although the stall nearest the sink was equipped with bars, the stall is too short for the door to close behind a wheelchair, and the stall can't be lengthened (since it would then constrict the entrance area and a chair would probably be unable to maneuver). There are three ways to make the room accessible:



- If the amount of use permits, eliminate the toilet nearest the sink, remove all partitions, and convert the room to one-person use. Add bars to walls beside and behind the toilet.

- Also removing the toilet nearest the sink, replace existing partitions with new ones 60" from the two walls (short dashes) with an outward swinging 32" door on the side facing the sink. The stall door will interfere to a slight degree with a person standing at the sink, but the lack of maneuvering space precludes placing the door on the other wall.

- If both toilets are necessary, widen the corner one to 36", extend the partition across the room to the area occupied by the couch (long dashes), and hang an outward swinging 32" door with its hinges toward the wall.

The entrance door to the room swings in an awkward direction for a wheelchair coming down the hall, and the chair also has to wheel around its arc on entering. The door hinges should be reversed. Also, the obstructions in the hall should be removed to provide the full 47" width for maneuvering.

Miscellaneous

1. Handicapped access guide. It is important to advertise what the park has for the physically disabled person - and also what it doesn't have. A disabled potential visitor should be able to read on one or two sheets of paper just what he can do and where he can go in the park, given his particular type and

degree of disability. A good way of doing this is with a handicapped access guide that mentions everything that has been done to ease the way. It should also candidly describe the difficulties that will be encountered, such as guided walks conducted on rugged trails, and campgrounds without wheelchair equipped restrooms. The potential visitor, receiving one of these guides, then has a means of deciding whether or not to come; or, receiving it on his arrival in the park, can better plan his visit. This can be a simple and inexpensive in-house publication, and should be updated as improvements occur.

2. Restrooms. (See attached copy of An Accessible Heritage).

3. Portable (chemical) accessible restrooms. These products are available, and could be used at a number of locations in the park. If handicapped people are to be encouraged to visit a location, it is important to provide restrooms (even more so than it is for able bodied people). Enclosed are two fliers.

4. If they don't know it's there, it might as well not be there. It is important to call handicapped people's attention to those services and facilities that have been provided for them. For the mobility impaired, the wheelchair logo is almost universally looked for and recognized. It always tells them that there is something there to help them. Where it is obvious what is provided (as at a reserved parking space or the door to a restroom), the logo alone will convey the message. Where it is not so obvious (as the availability of a loan wheelchair or a ramped entrance behind a building), an attached message in plain English or arrows will help.

5. Some needs mentioned in this report (for example putting flange-ramps on the landward end of courtesy docks, or the extension of picnic tabletops to accommodate wheelchairs) will have far wider application then only in those areas where it is mentioned.

6. It is important to have wheelchair-height drinking fountains in the areas of heaviest visitor use. Spouts should be no higher than 36". Where, as in the headquarters, there is already a non-accessible drinking fountain, it can be made usable by wheelchair people by installing a cup dispenser.

7. Finally, "How far do we go" in making a structure or an area accessible? It is, of course, the old issue of preservation vs. use, only with a new twist: preservation vs. accessibility. Sometimes, as in modern visitor centers, there will be no conflict between preservation and accessibility. But where there is, we should apply the same reasoning to it that we always have to issues of preservation vs. use. We want the disabled visitor to see and do as much as can reasonably be made available to him, but not at the expense of other important things or values. In pondering a particular action in behalf of handicapped visitors, the work "reasonably" is the key and it must include considerations of:

What will it do to the thing we are trying to protect?
How many visitors is it likely to benefit?
How important a part of a visit is getting into the structure or area, or being able to comprehend the message?
Would it be a special service or facility for the handicapped and would it stand out as such?
How will it affect the quality of everyone else's visit?
How much will it cost?

It is my feeling that most disabled visitors, like most visitors in general, come for an outdoor experience. They don't want the park manicured for them, but they do want to be able to use it. "How far do we go?" has no simple answer, and what is right for one place may not be right for another. But if we start from the acknowledgement that it is good to help all visitors enjoy their visit to the National Parks, and pose those questions against that assumption, we are probably going to make reasonable judgements.

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